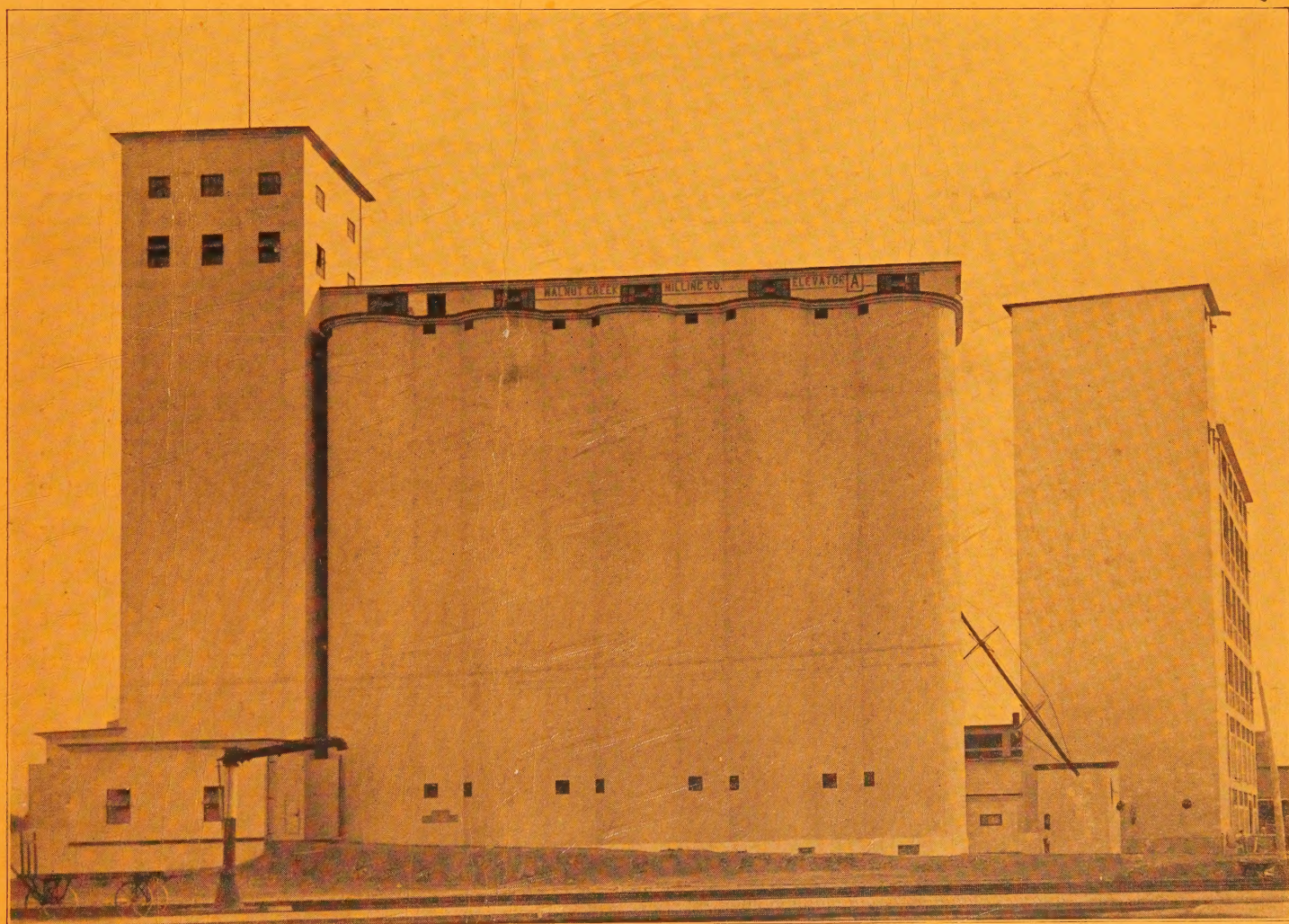


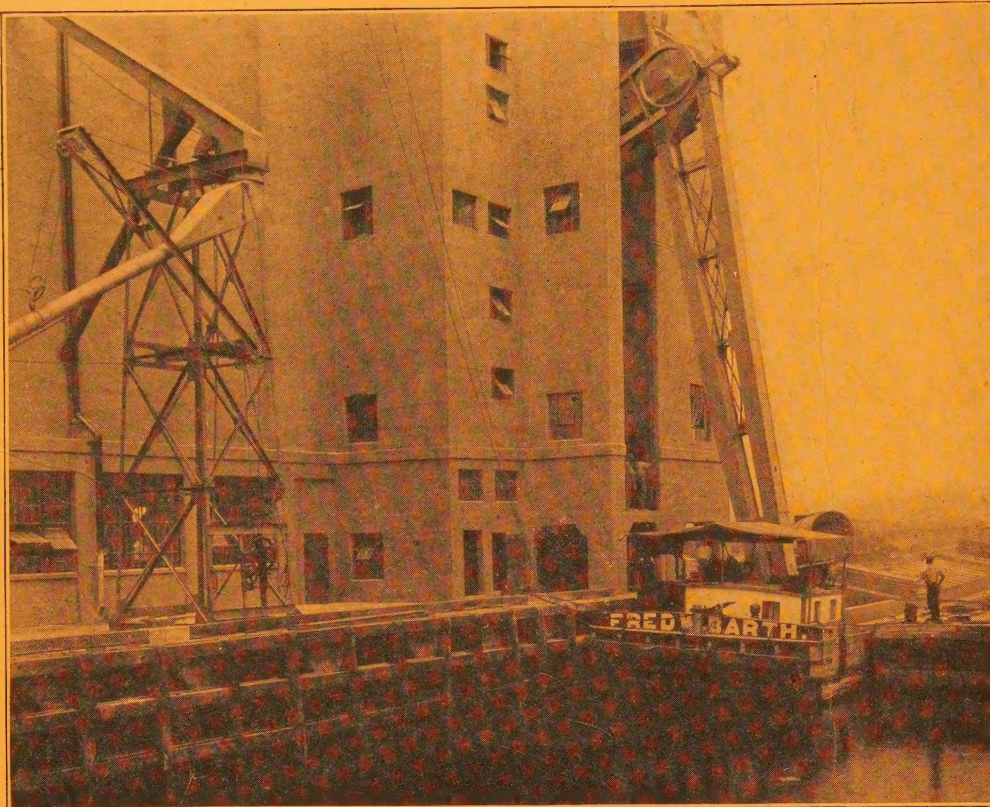


GRAIN DEALERS JOURNAL

Devoted to the construction and operation of better grain handling plants.



225,000 Bushel Concrete Elevator A of Walnut Creek Milling Co., at Great Bend, Kan.



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of New York
Barge Elevator

Morse Drives Will Loft this Grain

Dependability was the desired feature in the legs of the New York Barge Elevator. Demurrage on boats used for handling water borne grain is high, and any breakdown in the machinery in those legs, causing a shut-down for repairs, is expensive. Some elevator legs are insured for \$1,000 a day. It is only natural, then, that Fegles Construction Co. specified Morse Drives in that job. Morse Drives are the best insurance reliable builders have. They are preferred by grain elevator operators.



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"Morse" is the Guarantee Always Behind the Efficiency, Durability and Service

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

AMARILLO, TEXAS.

Early Grain & Elevtr. Co., wholesale grain.*
Stone & Co., Lester, wholesale grain.*

ATCHISON, KANS.

Moore-Lawless Grain Co., consgts., futures, pvt. wires.*

ATLANTA, GA.

Commercial Exchange Members.
Haym & Sims, wholesale brokers, grain, hay.*

BALTIMORE, MD.

Chamber of Commerce Members.
Baltimore Grain Co., grain receivers, exporters.*
Dennis & Co., grain merchants.
England & Co., Inc., Chas., grain, hay.*
Fahey & Co., John T., grain receivers and exporters.*
Gill & Fisher, receivers and shippers.*
Hammond, Snyder & Co., Inc., receivers, exporters.*
Hax & Co., G. A., grain, hay, seeds.*
Johnston Co., Thos., receivers & shippers.*
Jones & Co., H. C., receivers, shippers, exporters.*
Lederer Bros., grain receivers.*
Robinson & Jackson, grain commission merchants.*
Steen & Bro., E., grain receivers and exporters.*

BLOOMINGTON, ILL.

Hasenwinkle-Scholer Co., corn and oats.

BOSTON, MASS.

Chamber of Commerce Members.
Benzaquin, Matthew D., grain brokerage commission.*

BUFFALO, N. Y.

Corn Exchange Members.
Anchor Grain Co., Inc., grain and feed.
Armour Grain Co., grain merchants.*
Burns Bros. Grain Corp., grain commission.*
Davis, Inc., A. C., grain.*
Harold, A. W., grain, barley a specialty.
McConnell Grain Corporation, commission merchants.*
McKilien, Inc., J. G., receivers and shippers.*
Pratt & Co., receivers, shippers of grain.*
Ratliffe, S. M., commission merchant.*
Seymour-Wood Grain Co., consignments.*
Sunset Grain & Feed Co., grain & feed.*
Townsend Ward Co., The, consignments.*

CAIRO, ILL.

Board of Trade Members.
Cairo Grain Com. Co., consignments.*
Halliday Elevator Co., grain dealers.*
Hastings Co., Samuel, receivers & shippers.*
Hastings-Stout Co., grain merchants.*
Lynch Grain Co., grain dealers.*
Thistlewood & Co., grain and hay.*

CEDAR RAPIDS, IOWA.

Gifford Grain Co., grain and grain products.*
King Wilder Grain Co., grain shippers.*
Murrel Grain Co., Ray, recvrs. and shprs.*

CHATTANOOGA, TENN.

Chattanooga Feed Co., mfrs. feed; shprs. gr., hay, feed.

CHICAGO, ILL.

Board of Trade Members.
Anderson & Co., W. P., grain commission merchants.*
Armour Grain Co., grain buyers.*
Bailey & Co., E. W., grain commission merchants.*
Bartlett-Frazier Co., grain merchants.*
Brennan & Co., John E., grain commission merchants.*
Carhart Code Harwood Co., grain commission.*
Dole & Co., J. H., grain and seeds.*
Freeman & Co., Henry H., grain, hay, straw.
Gerstenberg & Co., commission merchants.*
Harris, Winthrop & Co., grain commission.*
Hitch & Carder, commission merchants.*
Holt & Co., Lowell, commission, grain and seeds.*
Lamson Bros. & Co., consignments solicited.*
McKenna & Dickey, commission merchants.*
Mumford & Co., W. R., grain, hay, millstuffs.*
Norris Grain Co., grain merchants.*
Pope & Eckhardt Co., grain and seeds.*
Rang & Co., Henry, grain merchants.*
Requa Bros., wheat a specialty.
Rosenbaum Brothers, grain merchants.*
Rosenbaum Grain Co., J., commission merchants.*
Rumsey & Co., grain commission.*
Sawyers Grain Co., consignments.*
Schiffin & Co., P. H., commission.*
Shaffer Grain Co., J. C., grain merchants.*
Somers, Jones & Co., grain and field seeds.*
Udlike Grain Co., consignments.*

*Member Grain Dealers National Association.

CINCINNATI, O.

Grain & Hay Exchange Members.
Early & Daniel Co., grain, hay, feed.*

CLEVELAND, O.

Grain & Hay Exchange Members.
Bailey, E. I., grain and millfeed.*
Cleveland Grain & Milling Co., The, recvrs. & shprs.*
Gates Elevator Co., The, receivers and shippers.*
Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*
Strauss & Co., H. M., receivers, shippers hay & grain.*

COLUMBUS, OHIO.

Smith-Sayles Grain Co., The, buyers and shippers.*

DAVENPORT, IOWA.

Davenport Elevator Co., receivers and shippers.*

DECATUR, ALA.

Lyle-Taylor Grain Co., whlse. grain, hay, feeds.

DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.*

DENVER, COLO.

Grain Exchange Members.
Ady & Crowe Merc. Co., The, grain and hay.*
Conley-Ross Grain Co., The, grain and beans.*
Crescent Flour Mills Co., The, merchant millers.*
Crowell Elevator Co., wholesale grain.*
Denver Elevator, wholesale grain, flour, millfeed.*
Houlton Grain Co., wholesale grain.*
Kellogg Grain Co., O. M., receivers and shippers.*
McCaull-Dunsmore Co., wholesaler and commission.*
Moore-Lawless Grain Co., private wires to all markets.*
Phelps Grain Co., T. D., wholesale grain.*
Rocky Mountain Grain Co., export and domestic grain.*
Summit Grain Co., wheat, corn, oats, rye, barley.*

DES MOINES, IOWA.

Board of Trade Members.
Des Moines Elevtr. & Gr. Co., oats a specialty.
Iowa Corn Products Co., receivers and shippers.*
Lockwood, Lee, broker.
Marshall Hall Grain Co., grain commission.*
Rang & Co., Henry, grain commission.*
Taylor & Patton Co., corn and oats.*

DETROIT, MICH.

Board of Trade Members.
Dumont, Roberts & Co., receivers, shippers.*
Fuson C. R., grain and hay.*
Lichtenberg & Son, oats, corn, hay, straw.*
Simmons & Co., F. J., grain and hay.*
Swift Grain Co., consign or ask for bid.*

FORT WORTH, TEX.

Grain and Cotton Exchange Members.
Dorsey Grain Co., merchants—commission, consignments.
Transit Grain & Com. Co., consignments, brokerage.*

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

HASTINGS, NEBR.

Koehler-Twidale Elevator Co., grain dealers.*

HATTIESBURG, MISS.

Merchants Grocery Co., whlse. grocers, grain, fd., dr.

HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.
Rothschild Co., S., grain, c/s products, rice b/p.*

HUTCHINSON, KANS.

Board of Trade Members.
Central Grain & Laboratories Co., The, buyers for mills.

INDIANAPOLIS, IND.

Board of Trade Members.
Anderson & Mercer, grain commission & consignments.*
Bingham Grain Co., The, recvrs. & shippers.*
Boyd Grain Co., Bert A., strictly brokerage & com.*
Cleveland Grain & Milling Co., grain commission.
Hart-Malbucher Co., grain merchants.
Hayward-Rich Grain Co., grain commission.*
Hill Grain Co., The Lew, grain merchants.*
Kinney Grain Co., H. E., recvrs. & shippers.*
National Elevator Co., grain merchants & Comm.
Menzie Grain & Bkg. Co., Carl D., grain merchants.*
Montgomery & Tompkins, receivers & shippers.
Stewart Grain Co., commission and brokerage.*
Witt, Frank A., grain commission and brokerage.*

JACKSON, MICH.

Bartlett, J. E., broker.

JACKSON, MISS.

Royal Feed & Mfg. Co., mixed feed mfrs.

KANSAS CITY, MO.

Board of Trade Members.
Christopher & Co., B. C., kafir, feterita, millo.*
Davis Grain Co., A. C., grain commission.
Denton Kuhn Grain Co., consignments.*
Ernst Davis Grain Co., commissions.*
Federal Grain Co., receivers, shippers.*
Frisco Elevators Co., grain merchants.*
Goffe & Carkner, grain commission.*
Hall-Baker Grain Co., consignments.*
Lichtig & Co., H., kafir, millo, screenings.
Logan Bros. Grain Co., receivers and shippers.*
McCord-Logan Grain Co., commission merchants.*
Miller Grain Co., S. H., consignments.*
Moore-Lawless Grain Co., grain receivers.*
Moore-Seaver Grain Co., grain receivers.*
Norris Grain Co., grain merchants and exporters.*
Roehen Grain Co., E. E., consignments.*
Rocky Mt. Grain & Com. Co., consignments.*
Root Grain Co., consignments and futures.*
Scouler Bishop Grain Co., receivers and shippers.*
Shannon Grain Co., consignments.*
Simonds, Shields, Lonsdale Grain Co., grain.*
Smith-Weekes Bkg. Co., grain brokers.*
Terminal Elevators, grain merchants.*
Thresher Grain Co., R. J., grain commission.*
Watkins Grain Co., consignments.*
Wilser Grain Co., consignments.*

LAWTON, OKLA.

Western Grain Co., hay, grain, seeds, mill pdts.

LIBERAL, KANS.

Vickers Grain & Seed Co., grain and field seeds.

LINCOLN, NEBR.

Grain Exchange Members.
Lincoln Grain Co., grain merchants.*

LITTLE ROCK, ARK.

Grain Exchange Members.
Caple & Stockton, hay, grain, feed.
Farmer Co., E. L., brokers, grain & mill feed.
Gordy Co., C. L., grain brok., hay, grain, millfeed.

LOUISVILLE, KY.

Board of Trade Members.
Bingham-Hewett Grain Co., receivers-shippers of grain.*
Callahan & Sons, receivers and shippers of grain.*
Kentucky Public Elevator Co., storekeepers and shippers.*
Verhoff & Co., H., receivers and shippers.*
Zorn & Co., S., receivers and shippers.*

LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.

MEMPHIS, TENN.

Merchants Exchange Members.
Browne, Walter M., broker and com., consignments.*
Buxton, E. E., broker & commission merchant.*
Davis & Andrews Co., grain, mixed feed.*
U. S. Feed Co., grain, hay, mill feed.*

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.*
(Continued on next page.)

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

MILWAUKEE, WIS.

Chamber of Commerce Members.

Bacon Co., E. P., grain and seed.*
Bell Co., W. M., commission merchants.*
Bush Grain Co., grain merchants.
Cargill Grain Co., grain and seeds.
Donahue-Stratton Co., dls. grain and feed.*
Flanley Grain Co., consignments solicited.
Franke Grain Co., feeds, grain, hay.
Fraser-Smith Co., commission merchants.
Frocdtert Gr. & Maltng Co., grain commission.
Kamm Co., P. C., grain shippers.*
La Budde Feed & Grain Co., grain and feed.
Lamson Bros. & Co., grain commission.
Milwaukee Grain Commission Co., grain commission.
Bang & Co., Henry, commission merchants.
Runkel & Dadmun, grain commission merchants.*
Taylor & Bournique Co., grain merchants.*
Udlike Grain Co., consignments solicited.*

MERIDIAN, MISS.

Board of Trade Members.

Lyon & Co., A. J. whise. gro., grain, feed.
Threefoot Bros. & Co., whse. grain, feed, dr., gro.*

MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Cargill Commission Co., grain commission.*
Cereal Grading Co., grain merchants.*
Hankinson & Co., H. L., grain commission.*
Malmquist & Co., C. A., receivers & shippers.*
Marfield Grain Co., grain commission.*
McCrill Dinsmore Co., consignments solicited.*
Sheffield Elevator Co., shippers of grain.*
Sterling Grain Co., receivers and shippers, all grains.*
Van Dusen-Harrington Co., grain merchants.*
Zimmerman, Otto A., grain and feed.

NEW ORLEANS, LA.

Board of Trade Members.

Anderson & Jackson, Inc., exporters of grain.*
Fox Co., C. B., exporters.*
Nathan, Edw., succr. to Nathan & Fettis, fwdg. agt.*

NEW YORK CITY.

Produce Exchange Members.

Jones & Co., M. B., buyers—quote us.*
Knight & Company, commission merchants.*
Muller & Co., Inc., W. H., recvrs., buyers, exporters.*
Therrien, A. F., broker.

NASHVILLE, TENN.

McKay-Reece Co., wholesale seeds & grain.

NORFOLK, VA.

Moon-Taylor Co., grain and hay brokers.

OKLAHOMA CITY, OKLA.

Grain Exchange Members.

Cherokee Grain Co., grain merchants.*
Lang Grain Co., J. H., prompt and efficient service.*
Marshall Grain Co., grain, feed, seeds.*
Moore, George L., grain merchant.
Okla. City M. & E. Co., grain merchants, millers.*
Perkins Grain Co., W. L., brokers.*
Scannell Grain Co., E. M., grain and feed.*

Stinnett Grain Co., grain merchants.*
Stowers Grain Co., W. B., commission merchants.*
Vandenburgh, Jesse, milling wheat.*
Vandever Grain Co., wholesale grain.
White Grain Co.*

OMAHA, NEBR.

Grain Exchange Members.

Butler Welsh Grain Co., grain merchants.*
Crowell Elevator Co., receivers, shippers.*
Roberts Grain Co., Geo. A., grain merchants.*
Stockham Grain Co., E., commission merchants.*
Taylor Grain Co., commission and brokers.
Trans-Mississippi Grain Co., receivers and shippers.*
United Grain Co., grain commission.
Udlike Grain Co., consignments.*

OTTAWA, KANS.

Ross Milling Co., The, millers, hard wheat flour.

PEORIA, ILL.

Board of Trade Members.

Bartlett Co., S. C., grain commission.
Bowen Grain Co., H. D., receivers & shippers.
Cole Grain Co., Geo. W., receivers and shippers.*
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.
Harrison, Ward & Co., receivers & shippers.*
Luke Grain Co., grain commission.*
Miles, P. B. & C. C., grain commission.*
Turner Hudnut Co., receivers and shippers.*
Tyng Grain Company, receivers and shippers.*

PHILADELPHIA, PA.

Commercial Exchange Members.

Delp Grain Co., E. E., grain and millfeeds.*
Dunwoody Co., Ezl., flour, grain, feed.*
Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Rogers & Co., E. L., hay, straw, grain, feed.*
Stites, A. Judson, grain and millfeed.*

PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

ROANOKE, VA.

Albergotti Bros. & Co., brokers.*

RICHMOND, VA.

Grain Exchange Members.

Beveridge & Co., S. T., grain, hay, feeds, seeds.

ROCHESTER, N. Y.

Dalley Bros., Inc., receivers and shippers.*

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Board of Trade Members.

Bossemeyer Grain Co., The Paul, grain merchants.*
Freeman-Faith Grain Co., receivers and shippers.
Hayes Grain Co., Always in the market.
Rickel, E. L., grain receiver and shipper.
Service Grain Co., grain, feed, grain products.*
Weber Flour Mills Corp., millers, exporters, grain dlsr.*

ST. JOSEPH, MO.

Grain Exchange Members.

A. J. Elevator Co., The, wheat, corn, oats.*
Button-Simmons Grain Co., grain commission.*
Gordon Grain Co., grain commission.*
Marshall Hall Grain Co., consignments solicited.*
Washer Grain Co., W. S., consignments.*

SAN ANTONIO, TEXAS

King, Douglas W., wheat, corn-brok., Texas E. Oats.*

ST. LOUIS, MO.

Merchants Exchange Members.

Dreyer Commission Co., feedingstuffs, grain, seeds.*
Graham & Martin Grain Co., grain commission.*
Marshall Hall Grain Co., grain commissions.*
Langenberg Bros. Grain Co., grain commission.*
Morton & Co., grain commission.*
Nanson Commission Co., grain commission.*
Picker & Beardsley Com. Co., grain and grain seed.*
Turner Grain Co., grain commission.*

SIOUX CITY, IOWA.

Board of Trade Members.

Button Co., L. C., grain commission.*
McCaull Dinsmore Co., commission.*
Western Terminal Elevator Co., receivers and shippers.*

SIOUX FALLS, S. D.

Burke Grain Co., grain merchants.

SUPERIOR, NEBR.

Bossemeyer Bros. Terminal Elevator.*
Elliott & Myers, grain merchants.*
Superior Terminal Elvtr. Co., grain, corn products.

TOLEDO, OHIO.

Produce Exchange Members.

De Vore & Co., H. W., grain and seeds.*
King & Co., C. A., grain and seeds.*
Southworth & Co., grain and seeds.*
Wickenhiser & Co., John, grain receivers, shippers.*

TOPEKA, KANS.

Derby Grain Co., wheat, corn, oats, and millfeed.*
Golden Belt Grain & Elvtr. Co., The, recvrs. & shprs.*
Topeka Grain Co., wheat, corn, oats, mill & ctn. feed.*

WASHINGTON, D. C.

Wilkins-Rogers Mfg. Co., Inc., receivers and shippers.*

WICHITA, KANS.

Board of Trade Members.

Baker-Evans Grain Co., milling and export wheat.*
Hipple Grain Co., consignments.
Kansas Flour Mills Co., receivers and shippers.
Raymond Grain Co., consignments.
Simonds-Shields-Lonsdale Gr. Co., exporters.
Strong Trading Co., wholesale grain and feed.*
Terminal Elevators, exporters.

WICHITA FALLS, TEXAS.

Mytinger Grain Co., J. C., grain, feed, seeds.*

WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., whlrs. gr. and seeds.*

*Member Grain Dealers National Association.

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Members

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125 MERCHANTS EXCHANGE BLDG.

ST. LOUIS, MO.

Nanson Commission Co. GRAIN, HAY and SEEDS

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Established 1877

Langenberg Bros. Grain Co.

St. Louis

New Orleans

**This space
is yours**

If you are the first to apply for it.

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SHIPPERS

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GRAIN CO.**

ST. LOUIS

EXPORTERS

OF GRAIN

I am sending check for one more year of pleasure and profit.—A. E. Castleman, Mishawaka, Ind.

MILWAUKEE

WHY

the Milwaukee grain market retains its supremacy and the Chamber of Commerce sustains a leading position in the face of keen competition can be told briefly:

Milwaukee at all times has a big, broad market for all Grains.

Its shipping facilities are among the best on the Great Lakes and its harbor is one of the most secure and ample.

Its industrial consumption provides an active demand all the year.

It offers a premium over other markets in competitive territory for consignments, because it has a big shipping demand and very large elevator capacity.

Its remittances on consignments are extremely prompt.

Millers, Exporters and Country Shippers are invited to investigate the advantages to be derived by dealing with any of these Milwaukee Chamber of Commerce Members.

Donahue-Stratton Co.

Flanley Grain Co.

E. P. Bacon Co.

Henry Rang & Co.

Franke Grain Co.

Taylor & Bournique Co.

La Budde Feed & Grain Co.

Runkel & Dadmun

Bush Grain Co.

Cargill Grain Co.

W. M. Bell Co.

Lamson Bros. & Co.

Froedtert Grain & Malting Co.

Kellogg Seed Co.

Milwaukee Grain Commission Co.

Board of Trade
Members

PEORIA

Board of Trade
MembersPeoria offers a strong outlet for
NEW CORN**W. W. DEWEY & SONS**
COMMISSION MERCHANTS
33-35 BOARD OF TRADE, PEORIA, ILL.**H. D. BOWEN GRAIN CO.**
Receivers and Shippers
CONSIGNMENTS
18 BOARD OF TRADE, PEORIA, ILL.**P. B. Miles**
and
C. C.Established - 1875
Incorporated - 1910**Peoria, Illinois**

Handling Grain on Commission Our Specialty

*A Kansas dealer, who advertised his elevator for sale in the Journal, at a stipulated price, received so many replies from prospective buyers he decided to keep it.***Turner-Hudnut Company**
Receivers **GRAIN** Shippers
42-47 Board of TradeProduce Exchange
Members

NEW YORK

Produce Exchange
Members**M. B. JONES & CO.**
Buyers—Quote Us
Produce Exchange, New York, N. Y.**Wm H. Müller & Co., Inc.**
GRAIN

Buyers

Receivers

Exporters

11 Broadway
NEW YORKChamber of Commerce
BALTIMORE, MD.**KNIGHT & COMPANY**
Grain Brokers and
Commission Merchants
CONSIGNMENTS SOLICITED
New York Chicago BaltimoreChamber of Commerce
Members

MINNEAPOLIS

Chamber of Commerce
Members**MARFIELD GRAIN CO.**
MINNEAPOLIS, MINN.
Receivers and Shippers**SHEFFIELD ELEVATOR COMPANY**
MINNEAPOLIS
GRAIN SHIPPERS
Ask for Samples of Milling Wheat, Feed and
Milling Barley
WRITE FOR QUOTATIONS**Cereal Grading Co.**
GRAIN MERCHANTSWe buy, sell, store and ship
all kinds of grain. Get our
offers, or try us with your
consignments.

LIBERAL ADVANCES

Operators of Elevator "R"

Chamber of Commerce
MINNEAPOLIS**CARGILL COMMISSION COMPANY**

DULUTH

MINNEAPOLIS

MILWAUKEE

EFFICIENCY is our watchword; SATISFACTION your reward

SHIP TO CARGILL*"You can't do better; You might do worse."*CORN -- OATS -- BARLEY -- RYE
For Prompt Shipment in any Quantity
**The VAN DUSEN-
HARRINGTON CO.**
MINNEAPOLIS DULUTHJ. L. McCaull, Pres. R. A. Dinsmore, Vice-Pres.
S. J. McCaull, Sec. A. M. Dinsmore, Treas.
The McCaull-Dinsmore Co.
COMMISSION MERCHANTS
915-16-19 Chamber of Commerce
MINNEAPOLIS, MINN.
Duluth Milwaukee Omaha**CIPHER CODES**We carry the following cipher codes in stock
and can make prompt delivery.Universal Grain Code, board cover...\$1.50
Universal Grain Code, flexible leather 3.00
Robinson's Cipher Code, leather..... 2.25
A. B. C. Code, 5th Edition.....18.00
Baltimore, Export Cable Code.....15.00
Companion Cable Code..... 5.00
Miller's Code (1917)..... 2.00
Cross Telegraphic Cipher Code..... 2.00Your name in gilt letters on front cover,
35 cents extra.

For any of the above, address

GRAIN DEALERS JOURNAL
309 So. La Salle St. Chicago, Ill.

DENVER

Grain shippers who are anxious to get the most from their grain will find it to their advantage to investigate the merits of the Denver market. After a thorough investigation it is a known fact that it will receive your shipments. Any of the Grain Exchange members listed below will be glad to give you any information you may desire. Better still—ship at least one car to any of them and be convinced.

T. D. Phelps Grain Co.

Wholesale Grain and Beans.

The Crescent Flour Mills

Merchant Millers and Wholesale Grain.

Denver Elevator

Wholesale Grain, Flour and Mill Feed.
We operate 30 elevators in Eastern Colorado.

The Summit Grain Co.

Receivers and shippers of all kinds of grain.
Wire or phone us.

O. M. Kellogg Grain Co.

Receivers and shippers of all kinds of Grain.

McCaull-Dinsmore Co.

Grain—Wholesaler and Commission.

The Conley-Ross Grain Co.

Wholesale Grain and Beans.

Moore-Lawless Grain Co.

Kansas City, Denver and Atchison.
Private wires to all markets. Hedging orders solicited.

Rocky Mountain Grain Co.

Grain Merchants—Export and Domestic.

Houlton Grain Company

Wholesale Grain—Get in touch with us.

The Ady & Crowe Mercantile Co.

Grain, Hay, Beans.

Crowell Elevator Co.

Wholesale Grain.

Note: All grain bought by members of the Denver Grain Exchange which is graded at Denver and which does not come up to contract grade is discounted by three disinterested members of the Exchange, when dockage is not provided for in the contract.

Grain Exchange
Members

ST. JOSEPH

Grain Exchange
Members

MARSHALL HALL GRAIN CO.

One of the best in the grain trade with experienced organization, best grain handling facilities and up-to-date methods.

OPERATOR MARSHALL HALL GRAIN ELEVATOR, MILLION BUSHEL CAPACITY

ST. JOSEPH, MO.

The great and growing market in the corner of four GREAT GRAIN states

This combination means SUCCESS AND SATISFACTION to all OUR TRADE!

MARSHALL HALL GRAIN CO.

ST. JOSEPH, MO.

We Want Your
Business
Ask for Our Prices

The A. J. Elevator Company
ST. JOSEPH, MO.

Hard and Soft Wheat
Corn and Oats
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The W. S. Washer Grain Co.
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Experienced Service
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B-S

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We have enlarged upon our old form of recording C. N. D. quotations and now have a new book which, in addition to having spaces for Wheat, Corn and Oats, also has spaces for Rye and Barley.

Each sheet is headed "Board of Trade Quotations for Week Commencing Monday.....192...." Columns are provided for three Wheat options, three Corn, three Oats, three Rye and two Barley; have spaces for the market hourly and at close. Closing prices for previous week are listed at top.

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GRAIN DEALERS JOURNAL
305 South LaSalle St. Chicago, Ill.

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Personal attention given
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Des Moines, Ia. Algona, Ia. Carroll, Ia.
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of the Grain Dealers Journal.Eugene Schifflin P. H. Schifflin, Jr. R. E. Andrews
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327 S. La Salle St., CHICAGOFor Best Results
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OATS

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Salina's location, geographically, is a potent reason why the city has become a prominent grain market and milling center. Located on the main line of the Missouri Pacific Railroad, it is reached by four other roads as well, the Rock Island, Union Pacific, Santa Fe and Salina Northern.

These excellent shipping facilities, together with the excellent quality of milling wheat produced in this section, should induce you to make desirable connections with any of the following firms, all

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SHANNON GRAIN COMPANY
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201-2 Board of Trade KANSAS CITY, MO.

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"You'll Be Pleased"

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Buyers—Sellers
WHEAT . CORN
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Yes Sir: *Real Service*
We Handle Consignments
S. H. Miller Grain Co.
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FEDERAL GRAIN CO.
Real Service on Consignments
Buyers and Sellers of
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Regardless Of Its Condition
We operate the Superior Elevator
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International Game, played in Toledo, Ohio.
Providence does dealing, When "Seedy" favor

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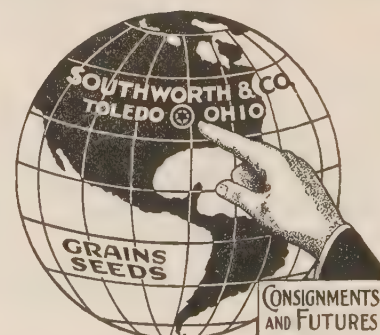
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to a firm you KNOW to be RELIABLE,

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wide awake and on the alert to
get onto all the ins and outs of the
grain business, subscribe for and
read the Grain Dealers Journal.



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510-511 Grain Exchange SIOUX CITY, IOWA
General Grain and
Commission Business
USE US

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WRITE US YOUR OFFERS

CROWELL ELEVATOR COMPANY
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OMAHA

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To progressive grain dealers everywhere.

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Terminal Elevator Capacity 700,000 Bu.
We specialize in Oats and High Grade
Corn, Oats sacked for Southern Trade.
HUBBELL BLDG. DES MOINES, IOWA

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E. I. BAILEY
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Receiver and Shipper of
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Ask for Prices

SWIFT GRAIN CO.
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Consign or Ask Us for Bid

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—TO—
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250,000 bushels. Buyers and
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Eastern Office, Philadelphia, Pa.

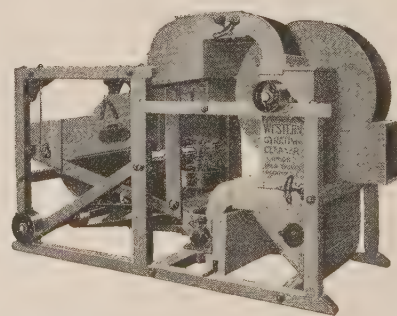
Certain Departments

in this number of the GRAIN DEALERS JOURNAL are especially interesting.
After you have read them, consider carefully whether you are not better off with
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We Want Soft
MILLING WHEAT
also Hard Winter Wheat
Reinhardt & Company
McKinney, Texas



**We
Have
The**

**WESTERN LINE**

Let us figure on your requirements

Write for Catalog No. 27

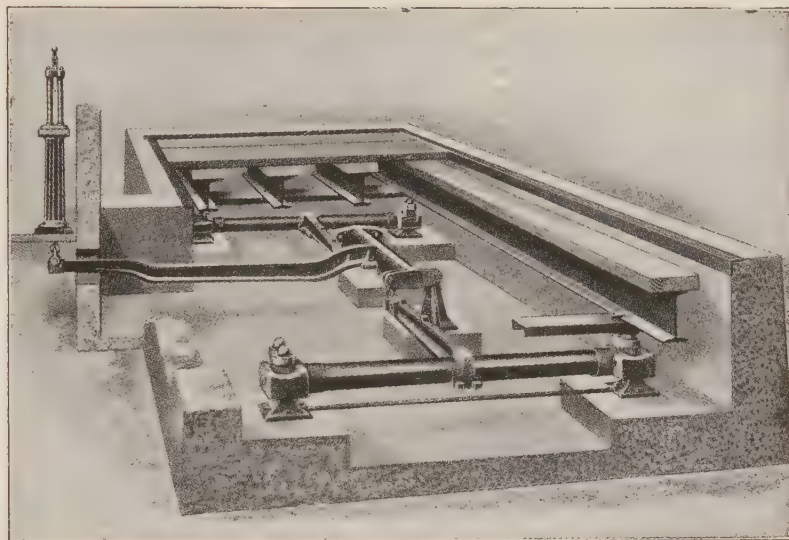
Union Iron Works - Decatur, Illinois
Manufacturers Complete Line of Elevator Equipments

If What You Want you see advertised, tell the advertiser. If Not--Tell the Journal

Howe Ball Bearing Auto Truck and Wagon Scales

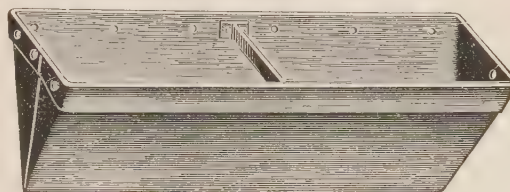
The cut below shows our **Special 10-Ton Auto Truck and Wagon Scale** for Country Elevators and Coal Yards. Platform 16x8 and Full **Heavy Steel Four I Beam Construction**, with Angle Iron Outside Frame.

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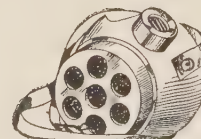
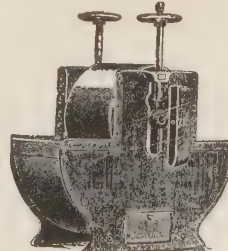
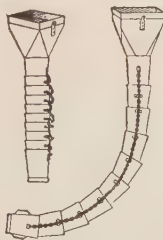
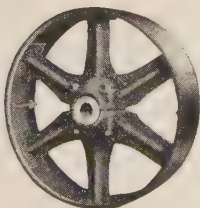
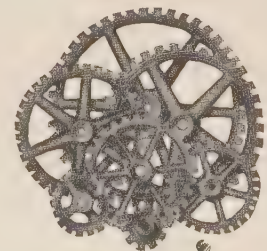


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Over **200** of these Special Scales sold in Nebraska and Iowa in 1920. Send for this list. Write users and get their opinions of this **Special Scale**.



Minneapolis V Buckets
Salem & Empire Buckets, Large Stock



Dust Protectors



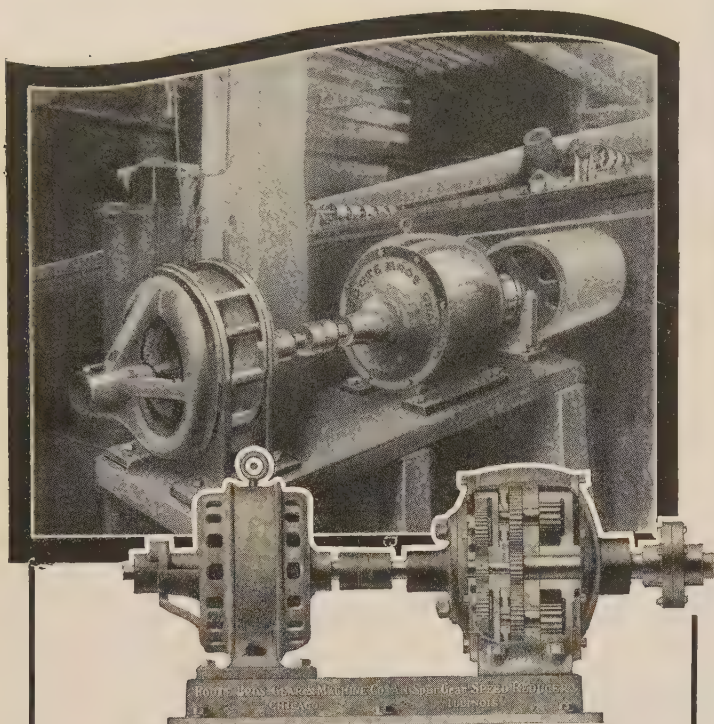
Complete stocks of all kinds of Pulleys, Belting, Sprockets, Loading Spouts, Grain Spouting and everything for a complete elevator. Write us.

AMERICAN SUPPLY & MACHINERY CO.

OMAHA

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NEBR.



The above picture shows a Foote Speed Reducer operating a main belt conveyor which is 800 feet long.

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There are several ways to accomplish motor reductions. Some are low in first cost but expensive in lost power, maintenance cost and replacement cost. You do not want inefficient methods at any price.

The method of using **Foote Speed Reducers** for reducing electric motor speeds is as far ahead of other methods as is the present day auto transmission ahead of the ropes, chains, belts and open gearing used in the early machines.

Foote Speed Reducers are used and recommended by foremost engineers for reducing the speed of motors operating elevator legs, conveyors, and other elevator equipment.

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Let our Engineers assist you in determining the best method of reducing the speed of your motors. This service is yours without cost or obligation. Write us today. Send for literature.

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Manufacturers of Rawhide and Bakelite Pinions and Cut Gears of All Kinds. Send for Catalog. Special Machinery Made to Order. Submit your blueprints.

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Special

400 Squares

No. 26 Galvanized

Corrugated 8' 0"

and 10' 0" Lengths

\$4.10 Per Square

This is all prime quality and can be $2\frac{1}{2}$ " or $1\frac{1}{4}$ " corrugations—immediate shipment from Chicago.

*Send for our Special Stock List
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YOU can get CARS

if you proceed properly in filing your order and follow it up persistently, earnestly and stubbornly with duplicating Car order blanks. By using these blanks you make **formal order** for cars to suit your needs, and the **duplicate** copy provides you with undeniable evidence that the station agent received the order.

These formal orders give the station agent a feeling of responsibility, and often bring cars when verbal orders fail. By keeping a carbon copy of each order for cars would-be shipper has a complete record of all efforts to obtain cars—a certain proof in case of delay by the railroad company.

CAR ORDER BLANKS contain spaces for the name of the station, date, railroad, number of cars for immediate loading, number of cars for loading in—days, kind of grain, capacity, destination, and a space for the signature of the shipper. Also space for the date when the order is filed with the agent, and for the signature of the agent acknowledging its receipt.

These blanks are bound in book form. Each book contains 50 originals, 50 duplicates and 3 sheets of carbon. The originals are machine perforated so may be readily torn out, while the duplicate remains in the book.

If you wish station agent to heed promptly your orders for cars use **Form 222 C. O.**, Price 75cts.

GRAIN DEALERS JOURNAL

315 So. La Salle Street

Chicago, Ill.



The "ZELENY" Protects Your Grain

A Few Zeleeny Installations

Cargill Grain Co.
Pillsbury Flour Mills
Bartlett Frazier Co.
Udike Grain Co.
Armour Grain Co.
Larabee Flour Mills
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It is a simple device for testing the condition of grain stored in bins or tanks, by giving at all times the accurate temperature of the grain, not merely at the bottom and the top of the bins, but at intervals of five feet up through the bins. It saves you money by eliminating unnecessary turning of grain, which entails shrinkage, time, labor, power and wear on machinery; prevents bin-burned grain; increases working capacity of plants by saving time.

Further data will be furnished on request.

Western Fire Appliance Works
542 S. Dearborn St. CHICAGO

MOHAWK



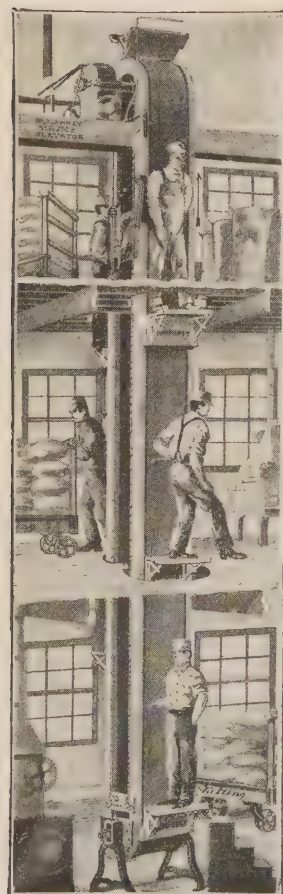
RUBBER BELTING

For many years the **Standard Belting** for elevators.

Specify this belting when contracting to build or remodel.

Demand it when ordering direct.

The Gutta Percha & Rubber-Mfg. Co.
301 W. Randolph St. CHICAGO
New York, Boston, Philadelphia, San Francisco, Seattle



Two State Mills

are using the Humphrey Elevator

Two years ago the state of Minnesota adopted the Humphrey for its Experimental Mill at Minneapolis. And at the new North Dakota State Mill and Elevator at Grand Forks, four Humphreys were installed, two in the mill and two in the elevator.

In each of these state mills all the equipment is the best obtainable. That is why the **genuine** Humphrey Elevator, with a record of 32 years of successful performance, was selected.

Easy to install. With the complete instructions we send with each machine, any millwright or mechanic can install the Humphrey.

Consult Our Engineering Service Department. Let us give you specifications, prices and other data which will help you to select the elevator to exactly fill your requirements.

Representatives in Principal Cities

Humphrey Elevator Company
1129 Division St., Faribault, Minn.

We Make The ONLY GENUINE Humphrey Elevator

You owe yourself and your employees magnetic separation

DOES YOUR DUTY to your men and to yourself end when you have insured your property?

Insurance never stopped a fire—never prevented an explosion—never restored a human life!

Dings Magnetic Separators eliminate the iron that causes the sparks, explosions, and their all too often consequence, loss of life.

Magnetic pulleys remove every trace of iron from the conveyed material before it enters the hoppers of crushers and mills. Besides preventing dangerous sparks, they reduce wear on grinding faces, rolls and bolting cloth. No elevator or mill can conscientiously operate without the money-saving Dings.

Type G Dings Magnetic Separator feeding two ball and jewel attrition mills. Note dust proof cover.

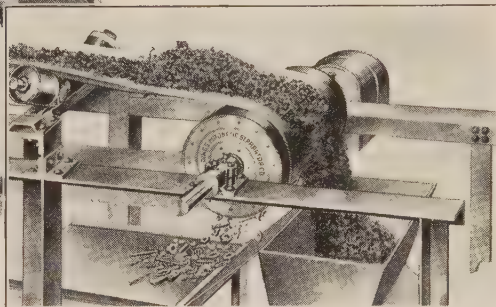
DINGS

Magnetic Separator Co. • Specialists in ~
Magnetic Separation

Dings Magnetic Separator Co.

642 Smith St., MILWAUKEE, WIS.

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BIRMINGHAM	EL PASO
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LOS ANGELES	PORTLAND, ORE.
San Fernando Bldg.	Lewis Bldg.



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to modernize your plant so it will minimize your labor and increase your profits? Is it here?

Account Books	Grain Tables
Attrition Mill	Lightning Rods
Bag Closing Machine	Magnetic Separator
Bags and Burlap	Manlift
Bearings { Roller	Moisture Tester
{ Ball	Mustard Seed Separator
Belting	Oat Bleachers and Purifiers
Bin Thermometer	Oat Clipper
Boots	Oat Crusher
Buckets	Pneumatic Conveying Equipment
Car Liners	Portable Elevator
Car Loader	Power { Oil Engine
Car Mover	{ Gas Engine
Car Puller	{ Motors
Car Seals	Power Shovel
Cleaner	Radio Equipment
Clover Huller	Railroad Claim Books
Coal Conveyor	Renewable Fuse
Corn Cracker	Sample Envelopes
Conveying Machinery	Scales
Distributor	Scale Tickets
Dockage Tester	Scarifying Machine
Drain Circulating Pump	Self-Contained Flour Mill
Dump	Separator
Dust Collector	Sheller
Dust Protector	Siding-Roofing { Asbestos
Elevator Brushes	{ Steel
Elevator Leg	Silent Chain Drive
Elevator Paint	Speed Reduction Gears
Feed Mill	Storage Tanks
Fire Barrels	Spouting
Fire Extinguishers	Testing Apparatus
Friction Clutch	Transmission Machinery
Grain Driers	Transmission Rope
	Waterproofing (Cement)

Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

Information Bureau

Grain Dealers Journal, 309 So. La Salle St., Chicago

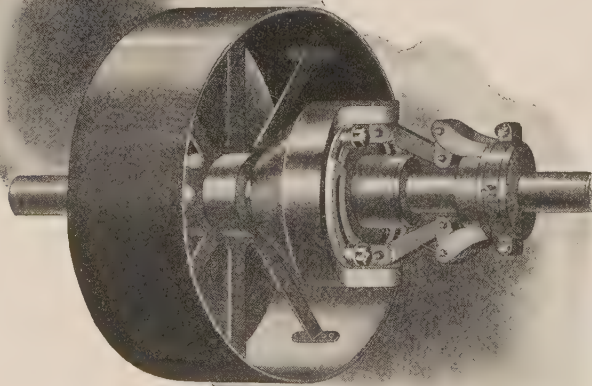
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Everything for Every Mill and Elevator





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Keep it Yourself--Turn it into Money

WHEN you ship dockage you lose in two ways—the freight you pay on it and the income you might have from selling it.

Official Grain Inspection figures will show you that in every 100,000 bushels of spring wheat you ship, you pay the freight on 5,100 bushels of dockage! And you get nothing for this valuable elevator by-product! Why not save this big yearly freight bill—why not make an extra profit on this dockage?

You can clean your wheat absolutely dockage free with a small, compact machine that takes up only a few feet of floor space, the



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No matter what cleaning machinery you now have, you need the Carter Disc Separator in your main stream—if you want reduced costs and extra profits.

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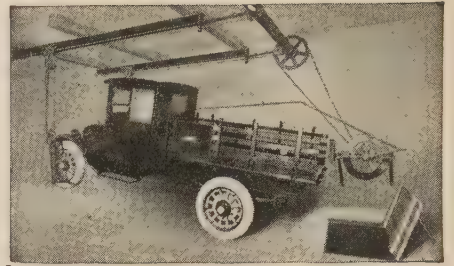
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Works just as effectively for two or more doors as it does for one.

Easy to handle and under control of the operator at all times. Can be operated by hand or power.

No openings in driveway floor required, other than the dump door.

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cyclone
in the
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has force of
air without any back draft.**

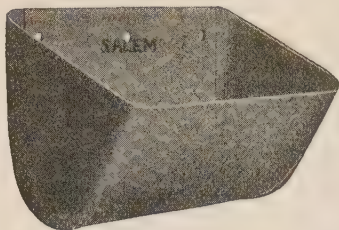
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By improved construction, three-fourths of the back draft is eliminated and better work is done on less power. Send for prices and particulars.

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Grain Dealers Journal

315 South La Salle St.,

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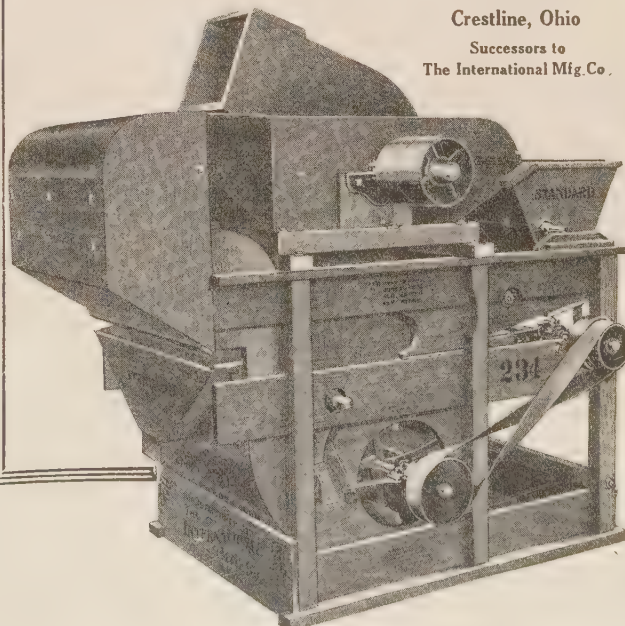
Our line comprises machines suitable for cleaning any kind of grain or seed.

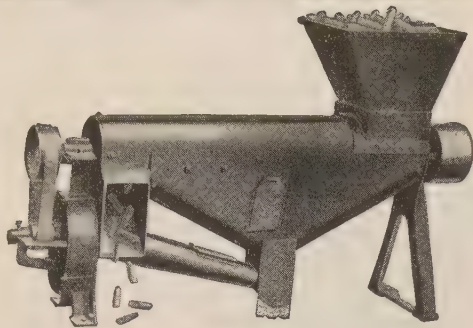
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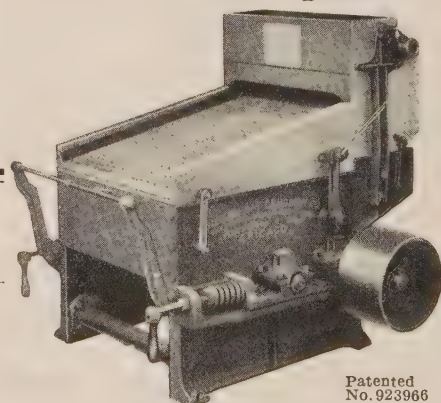
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Cracked Corn

8000 pounds per hour
less than 2% meal
only 5 horse power



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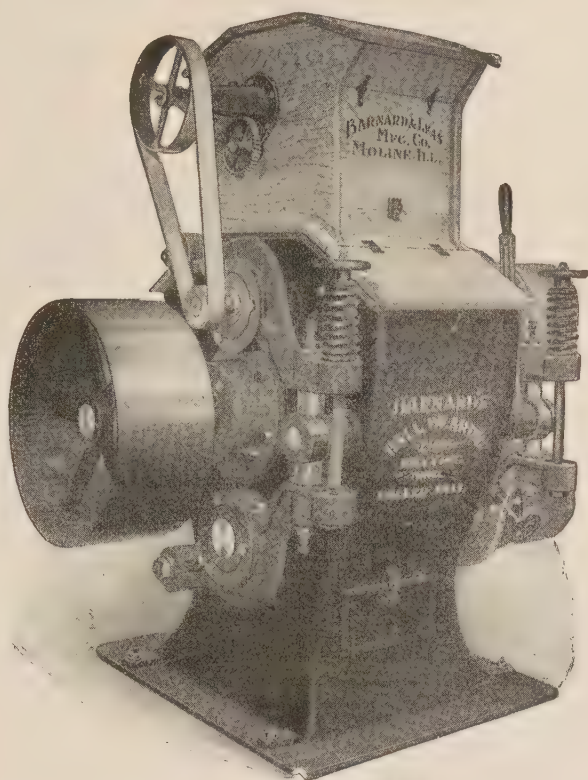
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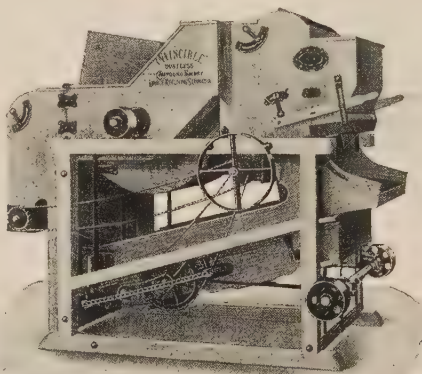
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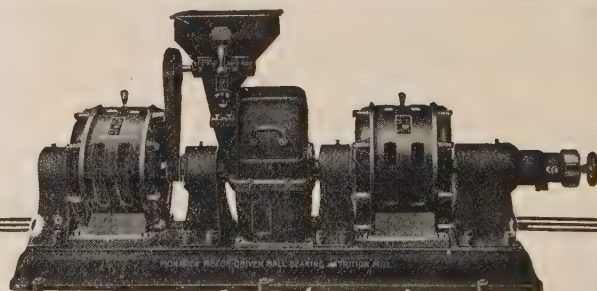
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hourly.

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WHEN buying a feed grinder, keep well in mind the fact that expense does not end with the purchase price.

All feed grinders cost something for operation. But they are **not** all on an equality in this respect—not by any means. That is why special care should be exercised to procure a machine about which there is no question as to economy of operation.



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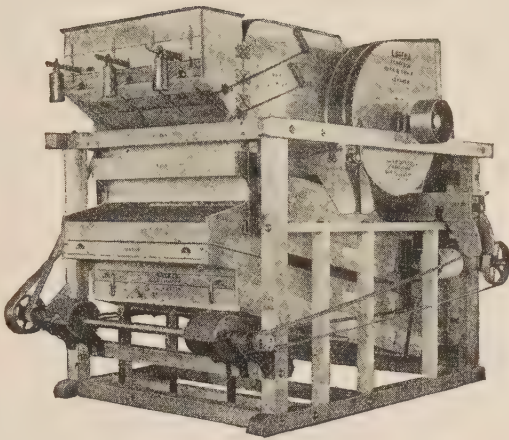
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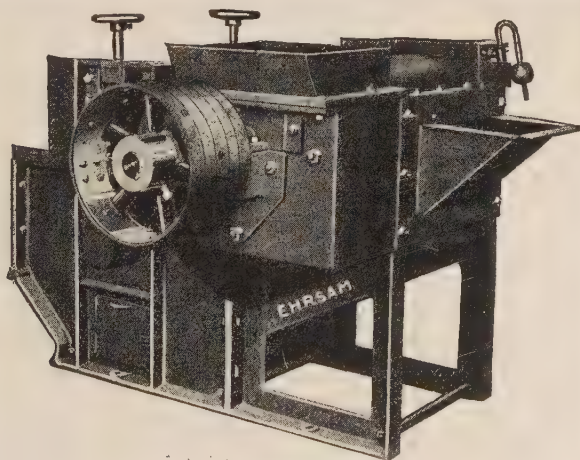


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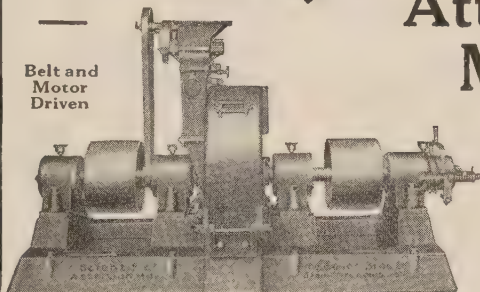
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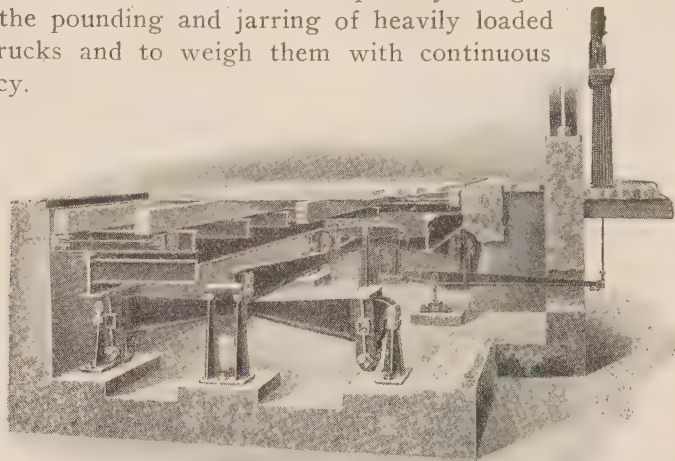
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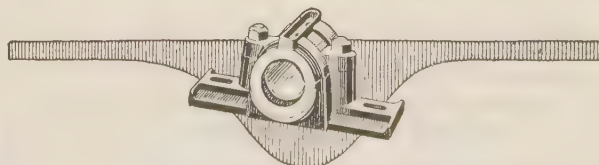
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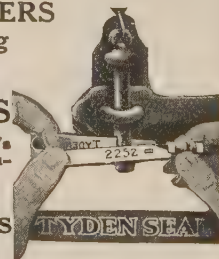
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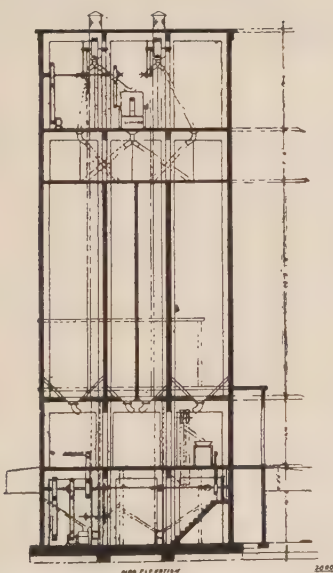
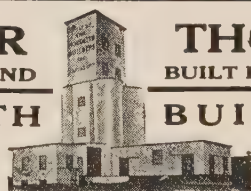
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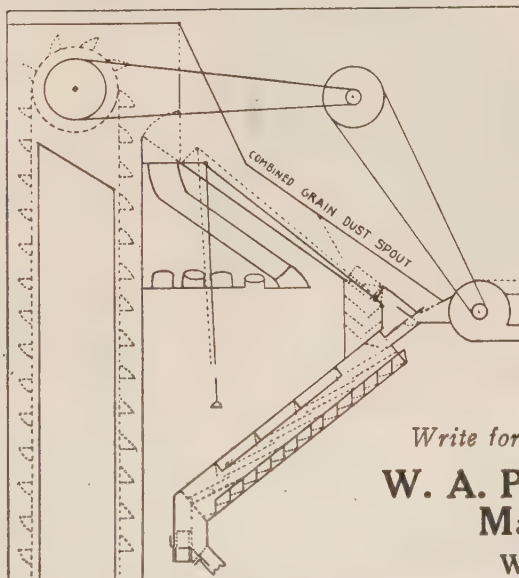
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Wilcox, Neb.

DIRECT HEAT OR STEAM CONTINUOUS FLOW MADE IN ALL SIZES
Randolph Grain Driers
Q. W. RANDOLPH CO. TOLEDO OHIO U.S.A.
WIRE PHONE

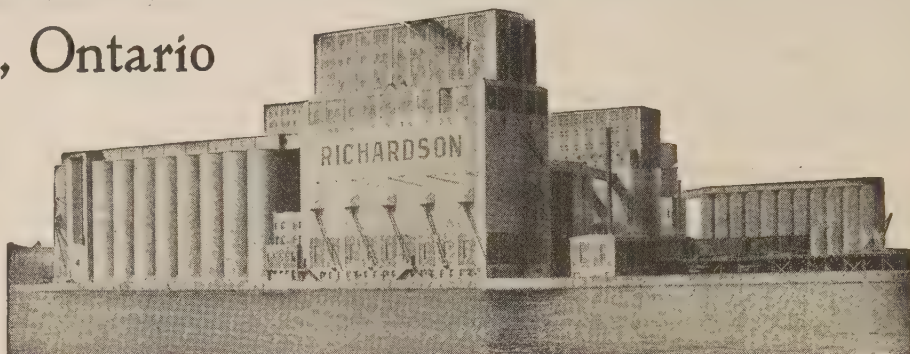
GROUP OF TERMINAL ELEVATORS BUILT RECENTLY BY US AT

Port Arthur, Ontario

FOR

The Grain Growers' Grain Company,
Limited.The Saskatchewan Co-operative Elevator
Co., Limited.

The James Richardson & Sons, Limited.

**THE BARNETT-McQUEEN
COMPANY, LIMITED**Designers and Builders of GRAIN ELEVATORS
Offices: Fort William, Ont., Duluth, Minn.
Minneapolis, Minn.**Monarch Built Elevators**assure you economical design, first class work,
efficient operation and **SATISFACTION***Let us submit Designs and Prices***Monarch Engineering Company****BUFFALO, NEW YORK**Pennsylvania Railroad Co.'s Terminal
Elevator at Erie, Pa. 1,250,000 storage
capacity, with marine leg, 25,000 bu. re-
ceiving capacity. All concrete, modern
construction, with latest improvements.Designed and built under the
direction of**Folwell-Ahlskog Co.**

332 N. Michigan Ave. Chicago, Ill.

*Write us for Estimates and Proposals***The Most Modern Elevator in the World**This is an aeroplane view of the Pennsylvania Railroad Company's new Northern
Central Elevator No. 3, located at Canton, Baltimore, Maryland, capacity
5,000,000 bushels. This elevator is equipped with**Four Stewart Link-Belt Grain Car Unloaders**See them in operation and be convinced of their great
saving in labor cost.**James Stewart & Co., Inc.**Designers and Builders
GRAIN ELEVATORS
In All Parts of the WorldGrain Elevator Dept., W. R. Sinks, Manager
1210 Fisher Building, Chicago, Ill.*"We have built for many of your friends. Eventually we will
build for you. Why not now?"*



Buenos Aires Elevator Co.'s Terminal
Buenos Aires, Argentina

John S. Metcalf Co.

Grain Elevator Engineers

108 South La Salle St.
CHICAGO, ILL., U. S. A.

54 St. Francois Xavier Street
MONTREAL, CANADA

395 Collins Street
MELBOURNE, AUSTRALIA

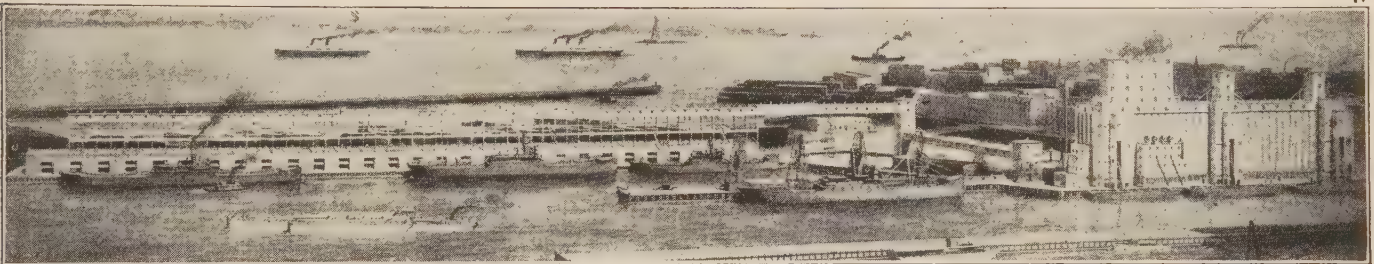
Calle Maipu 639
BUENOS AIRES

FEGLES CONSTRUCTION COMPANY, Limited

Engineers, Contractors

General Offices

Minneapolis and Fort William



We have the following plants under construction, all fireproof and of advanced design. **The Best Is None Too Good for Owners Like These:** State of New York, Brooklyn, 2,000,000 bu. elevator and shipping galleries (illustration). State of North Dakota, Grand Forks, 2,000,000 bu. elevator and 3,000 bbl. mill. Archer-Daniels Linseed Co., Buffalo, ½ million bu. elevator and a real marine tower. Pillsbury Flour Mills Co., Atchison, Kan. ¼ million bu. elevator—Finest milling elevator in America. N. M. Paterson & Co., Ltd., Ft. William, Ont., ¼ million bu. storage.

IF YOU WANT

regular country shippers
to become familiar with
your firm name, place
your "ad" here :: ::

H. P. Roberts L. D. Rosenbauer

Southwestern Engineering Company

Designers and Builders of
Modern Mills and
Elevators

Flour Mill and Elevator Machinery
SPRINGFIELD, MO.

HORNER & WYATT

Designers of

Flour Mills and Grain Elevators,
Warehouses, Power Plants and
Industrial Buildings.

Preliminary Sketches and Estimates,
Valuations and Reports.

306 McMillen Bldg., Kansas City, Mo

CHECK
your re-
ductions of
pounds to
bushels by
using

Clark's
Carload
Grain
Tables

New edition
revised and
enlarged.

GRAIN DEALERS
JOURNAL
Chicago, Illinois

John K. Thompson Company

Engineers—Builders

Grain Elevators, Feed and Flour Mills
Industrial Plants

We have associated with this organization men with
practical operating experience as well as men with
technical training and construction experience.

This insures economic and efficient design, resulting
in low operating cost.

We will be pleased to furnish preliminary plans
and estimates or to help out with operating difficulties.

2816 So. Michigan Ave.

Chicago, Ill.

W. C. Bailey & Son

Contractors and Builders of

Mills, Elevators and Warehouses

We can furnish and install
equipment in old or new ele-
vators guaranteeing greater
capacity with less power
and positive non-chokable leg.

Cooper Bldg. Sunderland Bldg.
DENVER, COLO. OMAHA, NEB.

Keokuk, Ia.—We have always enjoyed
reading the Grain Dealers Journal.—O. A.
Talbot Co.

DO IT NOW

Place your name and business before the
progressive grain elevator men of the entire
country by advertising in the Grain Dealers
Journal. It reaches them twice each month.

Montreal Will Establish a New Export Record.

A vast stream of grain from the fields of Western Canada is pouring through the port of Montreal to the Old World. More than 116,000,000 bus. of grain have been handled from the opening of the navigation season up to the middle of October.

Shipping men predict that last year's record total of 138,453,980 bus. will be far surpassed before the close of navigation early in December. Elevator facilities are being taxed to the limit.

Practically all varieties of grain needed for immediate shipment to foreign points are on hand with the exception of No. 1 Northern Manitoba wheat, supplies of which are being passed on to the waiting steamers almost as soon as they reach the port. This shortage is not sufficient to cause delay to the steamers, but only to prevent the accumulation of spare stocks at the elevators.

The number of steamers docking and the aggregate tonnage so far this year greatly exceeds the totals registered during the same period last year. A total of 772 ocean steamers reached Montreal from the opening of the navigation season to October 8 as compared with 638 in a similar period a year ago. The respective total tonnages were 2,618,500 for 1922 as against 2,080,567 for 1921, an increase of 537,939 tons. Up to the same date 175 coasting vessels arrived, as compared with 138 in 1921.

Of the vessels which arrived here this year, 502 were British; 75 Norway; 39 Italy, 28 United States; 21 Denmark; 21 Holland; 8 France; 7 Greece; 6 Sweden; and 2 Spain. Germany, Jugo-Slavia and Finland each supplied one ship to Montreal this year.

Foreign Material in Spring Wheat.

Thrashed spring wheat usually contains much foreign material, consisting almost entirely of noxious weed seeds. Investigations conducted by R. H. Block and C. R. Haller of the Bureau of Agricultural Economics, U. S. Depart. of Agri. show that in the 1920-21 crop there was approximately one bushel of foreign material, or "dockage," in every 22 bushels of spring wheat thrashed. This represents over 9,500,000 bus. of dockage for the spring wheat crop.

More than 200 kinds of weed seeds are found in spring wheat, but less than 20 of these appear commonly. The foreign seeds most commonly found during the investigations, named in the order of their frequency, were wild oats, wild buckwheat, cultivated oats, mustard, lamb's-quarter, barley, green foxtail, hare's-ear mustard, flax, rye, cow cockle, pigweed, yellow foxtail, sunflower, corn cockle, wild rose, king-head, and wild pea (vetch). Wild oats appeared in over 99.0 per cent of the lots of wheat examined. Grain inspection statistics show that the percentage of dockage found in spring wheat is gradually increasing.

Several factors tend to increase the foreign material in spring wheat, the more important of which are the sowing of wheat on land that is already foul with weed seeds, and the use of seed wheat contaminated with weed seeds. Both of these practices are common in the main spring wheat area.

Foreign material in wheat is objectionable because it is an economic waste. The growing of weed seeds with the wheat reduces the yield of wheat and increases the cost of harvesting and thrashing. Foreign material occupies valuable space in wagons and freight cars in country and terminal elevators and mills, and it often has a bad effect on the milling and baking qualities of the wheat. That clean seed combined with good cultural methods will produce clean wheat is being demonstrated constantly on many farms, and that the marketing of only clean wheat is profitable there can be no doubt. The farm is the logical place to clean wheat, preferably as

part of the thrashing operation. When the cleaning is done on the farm, the cleaned wheat will bring a better price on the market, the freight on the dockage will be saved. The screenings will be available for feed, and when finally ground can be substituted for the higher priced feeds, such as oats, corn, and commercial mill feeds.

Heat Damaged Wheat.

Complaints are reaching this office, which would indicate that the federal inspection bureau is classing all discolored wheat as heat damaged. We beg to quote from communication received from Secretary Prouty of the Oklahoma Grain Dealers Assn. The dealers of Oklahoma are up in arms against the federal inspection bureau for their autocratic methods:

"We are again in the throes of the heat epidemic and any discoloration seems to be taken as 'heat damaged.' It seems high time that the entire Southwest should get in behind a move demanding more uniformity as the only means of protection to the interests of Kansas, Texas, and Oklahoma. Under present conditions the only means of safety when buying grain from the farmer is to take a margin sufficient to cover dockages of at least fifteen cents per bushel. The country will be forced into doing this very thing unless the Supervising Board at Chicago changes its present tactics of insisting upon classifying all discoloration as heat damaged. Last season the established business of the Southwest was all but ruined, and the promise ahead for a repetition of what all but ruined us then, is upon us now. The question is what are we going to do? Some concerted actions of the three Associations should be inaugurated immediately looking for relief from the desire on the part of the Chicago Supervisors to grade everything of a doubtful nature as heat damaged."

You will note from the above that the supervisors of the Board of Review in Chicago are determined to classify as heat damaged, all kernels, or parts of kernels of wheat, that show discoloration. Owing to the fact that there is a larger proportion of wheat harvested by the combine machines present season than ever before, quite a proportion of these kernels show discoloration, but are perfectly sweet, and there is absolutely no reason why they should be classified as heat damaged.

Chief Inspector Hart, of the Kansas Inspection Department made a demonstration at a conference held in Kansas City last March, presided over by Dr. Taylor of the Bureau of Markets, that should convince any fair minded man as well as the Secretary of Agriculture, that the percentage of heat damaged kernels allowed in the different grades of wheat was not practical in commercial grain grading. Secretary of Agriculture Wallace has been appealed to by the entire grain trade of the southwest to change the standards as applying to heat damaged kernels, and has made promises that up to this time have not been fulfilled. The situation is serious, having cost farmers and grain dealers of the Southwest, millions of dollars. Secretary Wallace has lately toured the Southwest and in talking to farmers stated that their only salvation was a material reduction in freight rates. He failed to mention that the division supervisors, as well as the Board of Review of Chicago, has caused an actual loss to farmers of millions of dollars, on account of their arbitrary rulings. We believe to secure relief, it will be necessary to secure an amendment to the federal law creating a Board of Review to be composed of one practical miller, one practical dirt farmer, and one country elevator man, to pass upon the samples submitted to them for review. The present Board has demonstrated to the satisfaction of the entire grain trade that it is not qualified to make the proper analysis.—E. J. Smiley, Secy. Kansas Grain Dealers Ass'n.

THE ST. LOUIS-New Orleans barge line has reduced its rate on corn to a net of about 5 cents below the rail rate. The reduction will be in effect until the close of navigation, about Jan. 1.

What Constitutes Damaged Grain?

In our last bulletin we referred to a prospective conference with the Federal Grain Supervisors on the subject of a proper and less technical application of the rules for determining what constitutes "damaged grain." C. A. Russell, Division Supervisor, says,

"The U. S. Standards for corn and wheat specify limits for damaged grain in each grade, but say nothing about what constitutes damaged grain. The question of what constitutes damaged grain was naturally left to the office of Federal Grain Supervision and its decision was necessarily arbitrary. The interpretative lines established at the time our present standards became effective have never been changed. These interpretative lines have been followed long enough for the trade to have some definite views about them as to whether they are too rigid or too lenient in any respect, but you will recognize how impossible and illogical it would be for our office to attempt to change interpretative lines simply upon receipt of scattered complaints. If the organized grain trade will furnish us with the majority views as to desired changes, either in the interpretations or in changes of the standards, illustrating their views with samples, they will find our office of Federal Grain Supervision very ready to discuss the question. The only official communication we have received from the organized grain trade was a resolution passed at the last annual convention of the Illinois Grain Dealers Ass'n at Peoria in June 1922, requesting a change in the Corn Standards.—Very truly, C. A. RUSSELL, Division Supervisor."

Now, if the trade is not satisfied or believes a more liberal interpretation and application of the Standards is desirable, I want each one to write me on the subject, at once, giving reasons and explanations of views so we can prepare data for the conference.—C. B. Riley, Sec'y Indiana Grain Dealers Ass'n.

L. J. DICKINSON, of Iowa, chairman of the farm bloc, announced Nov. 14 that the legislative program will rest on four cornerstones: Establishment of a "commodity financing plan." Increase in the limit of loans by farm banks from \$10,000 to \$25,000. Prohibition of further issuances of tax-exempt securities. Readjustment of the railroad rates and transportation system. Establishment of a "commodity financing plan" will mean conversion of the War Finance Corporation into a permanent third banking department of the government, so that a local bank in a rural district will have an additional reservoir into which it may put securities based on crop production, cattle, etc.

PARIS, FRANCE.—Our millers are quite willing and eager to cancel the contracts by pocketing handsome profits; they don't believe in high prices and less in a boom for wheat, as in the presence of the stringency of finance on the Continent and the bumper crops expected in Argentine and Australia, such possibilities are excluded. The truth of the matter is that the export of the United States is dislocated, and a great many American firms are retiring from this trade. We observe here the same phenomena in the Argentine, where the grain export trade started only thirty years ago, but has taken since then a formidable extension. In view, however, of the wild speculation going on, a great many firms have retired from this business and some of them have closed their offices.—J. Gersony.

THE BOYCOTT case of Raymond Bros.-Clark Co. has been appealed to the Supreme Court of the United States by the Federal Trade Commission. The Commission's original order, entered in its Docket No. 460, forbade one jobber to coerce a wholesale preserves house so that it would not sell to another competing jobber at jobber's prices, with the result that the second jobber's supplies were cut off. The Circuit Court in reversing the Commission's order was of opinion that the Commission's findings of fact did not show the respondent to be guilty of an unfair method of competition. There is no finding that petitioner combined with any other person or corporation for the purpose of affecting the trade of the competing jobber or others similarly engaged in business, the Circuit Court said.

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE.

NORTHWESTERN OHIO elevator. Excellent location, no competition. Good reason for selling. Write 49V15 Grain Dealers Journal, Chicago.

ILLINOIS elevator on C. & N. W. Ry. Prosperous farming country. Price right. Address 49W17 Grain Dealers Journal, Chicago, Ill.

INDIANA—15,000 bu. cribbed elevator, iron clad, on private ground in southern county seat. Good grain, flour and feed business. Address 48C23, Grain Dealers Journal, Chicago.

SOUTH DAKOTA grain elevator, fully equipped, 25,000 bushels, wagon dump and hopper scales, gas engine, coal sheds; price \$2,500. C. J. Ward, 514 Ashton Bldg., Rockford, Ill.

WISCONSIN—125,000 bu. concrete elevator, electric power, grain cleaning machy.; dairy feed, clover seed and coal trade. Bargain. Address A. J. Pick, West Bend, Wis.

MISSOURI—We will sell a good 10,000 bu. elevator in northwest for \$7,000, where conditions are good and elevator in good shape. Write 49T16, Grain Dealers Journal, Chicago.

THE SMALL EXPENSE incurred through the placing of an advertisement in the Grain Dealers Journal is more than compensated for by the results obtained.

FOR SALE.

Two modern elevators equipped to handle all farm products. Located in good territory of Central Ohio. Address Fredericktown Farmers Exchange, Fredericktown, Ohio.

COLORADO terminal elevator at Denver. Everything new and first class. This is a MONEY MAKER and a big bargain. Good reasons for selling. Good terms to responsible party. 49W19 Grain Dealers Journal, Chicago.

KANSAS—6000 bu. elevator, 100 miles from Kansas City in good farming and feeding district. Good machinery. This is a real bargain, priced for less than machinery would cost. Address Roy E. Smith, El Dorado, Kans.

CENTRAL IOWA—Two elevators for sale. One 40 M. cap. Handled 240,000 bu. so far this year. Other about 10 M. cap. and handles about 60 M. Coal business at each place. No trade. Address 49W4, Grain Dealers Journal, Chicago, Ill.

TEXAS elevator for sale—13,000 bu. capacity, equipped with 15 H. P. motor, wheat cleaner, oat clipper, feed grinder, 2,000 bu. Richardson Automatic scale, Fairbank wagon scale, office etc. Good location for wholesale and retail grain business. Price \$7,500. Address T L. Hughston, Crowell, Texas.

COLORADO—First class country elevator 50 miles from Denver; doing fine business, which could be increased by side lines. New two years ago, located on deeded ground, good town, good schools; wonderful climate for HEALTH SEEKERS. Bargain. Address 49W20, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

NORTH WESTERN OHIO grain elevator in Van Wert Co. for sale. This is an excellent plant and fine location. Address 49W13, Grain Dealers Journal, Chicago, Ill.

INDIANA—16,000 bushel electrical equipped elevator in Central Indiana. House and machinery is A1. Galvanized siding, a good grain point and side lines. Priced \$12,000. Address 49R20, Grain Dealers Journal, Chicago, Ill.

WANT ADS WORK WONDERS.

They sell elevators, find help and partners, secure machines and engines which you want, sell those for which you have no further use, and perform a myriad of kindred services for shrewd people who use them regularly. READ and USE THEM.

ELEVATORS FOR SALE OR TRADE.

ELEVATOR for sale or trade. If interested inquire or write Wm. Auchstetter, Ida Grove, Iowa.

ELEVATOR BROKERS.

WE HAVE a number of buyers for Country and City elevators; also Flour and Feed mills. List your property with us for quick sale or exchange.

PAUL PLOTZ & CO.,
70 W. Monroe St., Chicago, Ill.

CLAYBAUGH-McCOMAS

Offices

Frankfort, Ind. Indianapolis, Ind.
223 B. of T. Bldg. 601 Board of Trade

If you want to buy, sell or trade an elevator write us at either address.

ALWAYS HAVE ELEVATORS For Sale in the Grain Belt of Illinois and Eastern Indiana. If you are in the market write me fully and I will try to satisfy you.

JAMES M. MAGUIRE,
432 Postal Tel. Bldg., Chicago, Ill.

BAGS—BAGGING—BURLAP.

FOR SALE—2000 second hand cotton seamless grain bags. Cheap. Address W. E. Riley, Montpelier, Ohio.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid.
WM. ROSS & CO., 409 N. Peoria St., Chicago.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

ELEVATORS WANTED.

WANTED—Elevator and side lines in Iowa. Address 49U12 Grain Dealers Journal, Chicago.

WANTED—Elevator in good town showing good business. No objection to side lines. Give full description, location and lowest cash price in first letter. Address Box 266, Lee's Summit, Mo.

WANTED to rent with privilege of buying or to buy interest in good grain elevator. Experienced. Address Milt Hammond, 1337 East 85th St., Cleveland, Ohio.

WILL TRADE 200 acres of first class farm land near Paulding, Ohio, for elevator located in central Ill. Address 49V16 Grain Dealers Journal, Chicago, Ill.

WILL EXCHANGE all or part of 3 quarter section of choice Eastern Colo. land for elevator property in Eastern Nebr. or Western Iowa. Good soil, no rock or sand. 49W15 Grain Dealers Journal, Chicago, Ill.

SOUTH DAKOTA—To trade for an elevator in South Dakota, a 480 acre farm 6½ miles from town on graded road and mail route. Fair set of buildings, fine grove, artesian well and well with windmill. Fenced and cross fenced, about half under cultivation. Priced at the assessed valuation and will carry the difference at 6%. Address 49V9 Grain Dealers Journal, Chicago.

MILLS FOR SALE.

MODERN 100-BARREL MILL for sale; large territory, Rocky Mountain section; plenty of wheat. Feed mill in connection. Cheap power. Address 48B4, Grain Dealers Journal, Chicago.

FOR SALE.

Whole or part interest in modern feed milling and mixing plant of fair capacity in large eastern Pennsylvania city; transit facilities, own siding and room for expansion. Write 49Q15, Grain Dealers Journal, Chicago, Ill.

OHIO—200 barrel water mill for sale, located in a good town near Cincinnati, Ohio. This mill has a splendid trade and no elevator to compete with in the town; it also furnishes the power for the electricity of the town in which it is located, for which it gets \$2400.00 per year, six per cent interest on \$40,000.00. This is a rare opportunity. Good reasons for selling. Address 49X5 Grain Dealers Journal, Chicago, Ill.

THE WANTED—FOR SALE DEPARTMENT of the Grain Dealers Journal is a market place where buyer and seller, employer and employee, and those offering investments can meet to their mutual advantage and profit, and it will pay every subscriber to give these columns a close study twice each month, because of the constantly changing variety of opportunities seeking your consideration.

BUSINESS OPPORTUNITIES.

NORTHWEST IOWA—Elevator, coal and feed business. Money maker. Price \$7500. Address 49X4 Grain Dealers Journal, Chicago.

DO YOU WANT a good business for \$10,000 where the overhead is low and in a terminal market where the chances to grow are good? Write 49T15, Grain Dealers Journal, Chicago, Ill.

GRAIN, lumber, feed, coal, building material, etc., business for sale with real estate. All on private grounds. Building in A1 condition. 30 miles west of Chicago, Ill. Address E. H. Franzen, Cloverdale, Ill.

NEW YORK—The most up to date Feed and Coal plant in Orange County for sale. 170 ft. Private switch, stores 31 cars grain and feed. I am 69 years old and want to quit. Address W. P. Thompson, Goshen, N. Y.

ILLINOIS—Our entire grain and feed business for sale. Also all buildings such as elevator, feed rooms, garage, feed mill shed, corn cribs, hay sheds and office. This is a bargain. If interested write us. Burnside Lumber Co., Burnside, Hancock County, Illinois.

ELEVATOR & MILL FOR SALE

NEW PLANT FOR SALE.

300,000 bu. elevator, 12,000 bu. cereal mill, fire proof buildings, modern equipment transit privileges, two private spurs on Illinois Central Railroad, priced to sell. Address C. E. Beyer, 1504 Southern Bldg., Louisville, Ky.

OFFICE APPLIANCES.
WANTED.

WANTED a small safe for valuable papers and books. Address C. A. Wooster, Gessie, Ind.

WANTED to buy one card printing press or mimeograph machine. Address Box 403, Kan-kakee, Ill.

SAFES—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

WOOL WANTED.

ELEVATOR OPERATORS who have wool to ship will find it to their advantage to tell the 6700 regular readers what they have to offer. An advertisement in this column will cost you but 25c per type line per insertion.

ADDRESS WANTED.

ADDRESS wanted of Lindley C. Binford, formerly in grain business at Haviland, Kansas. Last known address Topeka, Kans. Address 49T20, Grain Dealers Journal, Chicago, Ill.

THE BEST WAY to dispose of anything is to advertise it. You may have something to sell or trade which would be of advantage to many who are unaware of the opportunity offered because you are not letting it be known to our subscribers through the columns of this publication.

SAMPLE ENVELOPES.

SAMPLE ENVELOPES—SPEAR SAFETY—for mailing samples of grain, feed and seed. Made of very heavy manila for strength and durability and to withstand hard usage. Special folding method for closing envelope. Have a limited supply to sell at \$2.50 the hundred, f. o. b. Chicago. Sample mailed on request. Grain Dealers Journal, 309 So. La Salle St., Chicago, Ill.

SITUATIONS WANTED.

BOOKKEEPER—Position wanted in grain elevator office by young lady. Address Box 153, Oshkosh, Nebr.

EVERY ADVERTISER who has once used our columns invariably finds our pages then and at a later date of service.

YOUNG MAN with fifteen years' experience desires position as manager of grain elevator. Inquire Box 153, Oshkosh, Nebr.

ELEVATOR MANAGER would consider proposition from line or farmers Co. Now working. Ref. furnished. R. P. Hughes, Skiddy, Kans.

COMPETENT MAN with five years' experience desires position as manager of elevator. Address 49W21 Grain Dealers Journal, Chicago.

POSITION wanted as manager of a line elevator in Iowa preferably. Four years' experience; 21 years old. Address 49W8 Grain Dealers Journal, Chicago, Ill.

YOUNG MAN with twenty years' experience as manager of grain elevator desires position. Excellent references. Address 49X17 Grain Dealers Journal, Chicago, Ill.

BOOKKEEPER AND STENOGRAPHER wants position. Experienced in grain business and bank. Well trained. Address 49W1, Grain Dealers Journal, Chicago, Ill.

WHAT HAVE YOU TO OFFER for a manager of grain business and all side lines connected, who has made good past 8 years? Age 32. 49W3 Grain Dealers Journal, Chicago.

WANTED—Position by man with 20 years' experience as manager of country grain and lumber stations. Will give reference and bond. 49X6 Grain Dealers Journal, Chicago, Ill.

WANTED—Position as manager of grain elevator, farmers preferred, after Jan. 1st, by ambitious young married man with 8 years' experience. Address 49X14 Grain Dealers Journal, Chicago, Ill.

POSITION wanted as manager of Farmers or Independent elevator in a good grain country, Illinois preferred. 20 years' experience and can give good reference. Address 49W23 Grain Dealers Journal, Chicago.

EXPERIENCED grain man wants position as manager of farmers elevator co. or with reliable grain firm; would buy interest in business; prefer S. Dak. or Iowa. Best of ref. 49W6 Grain Dealers Journal, Chicago, Ill.

GRAIN INSPECTOR wants position. Two years' experience. Previous experience—Farmer. 8th Grade education. Good personality. For further information write Geo. A. Ferguson, Keith-Plaza Bldg., Minneapolis, Minn.

EXPERIENCED grain and milling man 29 years old, desires position as manager, asst. manager, or traveling representative. Also experienced in exporting. Prefer Texas, Okla. or Colorado. References furnished. Address 49X16 Grain Dealers Journal, Chicago, Ill.

POSITION WANTED JANUARY FIRST BY A MAN thoroughly experienced in the management of a commission, merchandising and terminal elevator business. A go-getter who has a wide acquaintance and can produce results. Address 49X23 Grain Dealers Journal, Chicago.

EXPERIENCED MAN—A young man 26 years old with five years' experience as manager of elevator where grain, hay and a complete elevator line is handled desires a position with some reliable firm or elevator where there is chance for advancement. Willing to start with a small compensation. Address 49W24 Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

MANAGER with 10 years' experience in grain, hay, coal, hardware and feed milling, desires position with Farmers or Line Elevator. Address 49W22 Grain Dealers Journal, Chicago.

GRAIN SAMPLER wishes employment. Five years' experience. Married. Can go anywhere. For further information write Geo. A. Ferguson, Keith Plaza Bldg., Minneapolis, Minn.

SUPERINTENDENT of mixing and storage or terminal house wants position. California preferred. 20 years' experience in grain and elevator work and all its branches. Age 44. Married. 49X1 Grain Dealers Journal, Chicago.

WANTED—Position as manager of Farmers elevator in a medium sized town. Will give reference and have had experience. Am a bookkeeper and commercial student with years experience in the hay and grain business. Address 49X20 Grain Dealers Journal, Chicago, Ill.

AN EXPERIENCED MAN with the knowledge of the duties of a manager, foreman, auditor and other phases of the grain business is readily secured through an ad in the "HELP WANTED" columns of the Grain Dealers Journal.

HELP WANTED.

AN IOWA elevator company used a six line advertisement in the "Help Wanted" column of the Journal in one issue. They write as follows: "You sure did earn your money. We had only 88 applications for the place."

WANTED—Experienced manager for 130,000 bushel terminal grain elevator. Must have executive ability, be able to do own repairs and understand making Chop. Man now employed as assistant in some large poultry feed plant preferred. In reply give full details as to experience and state salary desired. Address 49W12 Grain Dealers Journal, Chicago, Ill.

GRAIN WANTED.

SCREENINGS WANTED. Mail samples and price delivered Princeton, Mo. Address J. B. Wilcox, Princeton, Mo.

SEND samples and quote prices on alfalfa, cotton seed, oats and corn. Simon Neustadt, Los Lunas, N. M.

WE ARE in the market for corn in car lots. Send samples—quote prices. Las Vegas Roller Mills, Las Vegas, N. M.

WANTED mixed cars of grain—corn, chops, and oats. Write or wire offer. Silver City Beer & Ice Co., Silver City, New Mexico.

WE ARE in the market for a few cars of corn and several cars of mill feeds. Write or wire offer. A. G. Troutt Grain Co., Portales, N. Mexico.

DYNAMOS—MOTORS.

FAIRBANKS-MORSE. Motor for sale. 25 H. P. 3 phase, 60 cycle, 40% overload with overload relay switches and starter complete. Run one year and guaranteed good as new. Price \$285. Address J. M. Bergeson, Ashton, Ill.

HAVE NO KICK COMING: Cancel ad. We are so flooded with replies that we will be kept busy for months to come. We certainly were glad to know that every morning brought us queries for our equipment and always in their letters they would say that they noticed the ad in the Grain Dealers Journal. It is a great thing for us as long as we can supply the demand.—E. J.

TRANSMISSION ROPE.

FOR SALE—600 ft. 1" used transmission rope cheap. Address Midway Elevator, Colfax, Ind.

MISCELLANEOUS.

SHEETS—Special 400 squares No. 26 galvanized corrugated 8' 0" and 10' 0" lengths \$4.10 per square. This is all prime quality and can be 2½" or 1½" corrugations—immediate shipment from Chicago. Send for our special stock list of bargains in black sheets. Address The Sykes Co., 2270 W. 58th St., Chicago, Ill.

Helpful Books

FOR

Carlot Grain Handlers

Purchase & Sale Contracts is a new book, designed to meet an ever increasing demand for a record which will enable the dealer to balance his purchases and sales contracts to determine instantly whether he is long or short. Left hand purchase page column headings are: Date, From Whom Bot, Bushels, Grade, Delivery, Price, By Whom, How and Remarks. Right hand sales page column headings are: Date, To Whom, Bushels, Grade, Shipments, Price, By Whom, How and Remarks. Book contains 80 double pages, size 8½x14 inches, ruled and printed on heavy ledger paper and well bound in heavy canvas. Order Form 18 P&S. Price \$2.75.

Shipping Notices Duplicating: A convenient form for advising receivers of the grade, kind and weight of grain shipped.

Loaded into car—initials and number, seal numbers, at station on date; billed shipper's order; notify draft for \$.....; made through bank of to apply on sale of bushels made.....

Fifty white bond originals, machine perforated, easily removed without tearing, and 50 manila duplicates, bound in heavy hinged press-board covers, with two sheets of carbon, size 5½x8½ inches. Order Form 35N. Price 75c. Weight, 8 ounces.

Clark's Decimal Grain Values: Saves time and money and prevents errors. It shows at a glance, or with simple addition, the cost of any quantity of grain from 10 to 100,000 pounds at any given market price and reduces pounds to bushels on the same page. Values are shown directly from pounds without reducing to bushels. Pounds shown in red figures and values in black; price being given at top and bottom of each page. Prices for oats range from 10 cents to 79 cents a bushel; for corn, rye and flaxseed, 10 cents to \$1.09 per bushel; for wheat, clover, peas and potatoes, 30 cents to \$1.59 per bushel; for barley and buckwheat, 20 cents to \$1.49 per bushel. Order Form 36. Price \$5.00.

Clark's Car Load Grain Tables: The eighth edition of Clark's Car Load Grain Tables is the most complete car load reduction table ever published. The tables show reductions by 50-pound breaks as follows:

20,000 to 107,950 lbs.	to 32 lb. bushels.
20,000 to 74,950 lbs.	to 34 lb. bushels.
20,000 to 96,950 lbs.	to 48 lb. bushels.
20,000 to 118,950 lbs.	to 56 lb. bushels.
20,000 to 118,950 lbs.	to 60 lb. bushels.

Bushels are printed from bold faced type in black ink; pounds in red, on heavy ledger paper, sewed and reinforced with muslin, and bound in flexible keratol covers with marginal index. Weight 6 ounces. Price \$2.50.

Clark's Double Indexed Car Register: Is an index designed to afford ready reference to the entry or record of any car. Facing pages 11x16 inches of heavy ledger paper are each ruled into five columns, those on the left being numbered 0, 1, 2, 3 and 4, while columns on the right are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: "Initial," "Car No." and "Record." The marginal index figure represents the right hand or unit figure of the number entered, while the column heading is the second or tens figure. The required number can be instantly found if properly entered. Form No. 40, with space for 12,000 cars, \$2.00. Form No. 42, with space for 21,600 cars, \$3.00.

All prices are f. o. b. Chicago.

GRAIN DEALERS JOURNAL,
309 So. LaSalle St., Chicago, Ill.

MACHINES FOR SALE.

ONE WOLF-DAWSON wheat washer for sale, as good as new. Address L. H. Shepherd G. B. and Mill Co., Charlotte, Mich.

DURABLE WIRE ROPE for sale, for car shovels; cast or plow steel. Manila rope, buckets and everything in elevator supplies.

PULLEYS—1,000—for sale. ALL sizes, solid cast iron, wood and steel split. Standard Mill Supply Co., Kansas City, Mo.

ONE NO. 16 CLIPPER seed cleaner built up as No. 116, practically new, equipped with new variable air regulator, and dust catcher, and two elevators with 4½ by 5½ inch buckets. Priced right for quick sale. Address O. H. Pool, Waynesfield, Ohio.

BARGAINS.

1 No. 5 Williams Mill. Ground less than 100 tons of hay.

1 Double Giddings Packer

1 Dust Collector.

All for No. 5 Williams Mill.

1 Corn Sheller.

2 Jumbo Hay Balers.

Address Dwight Hamlin, Inc., Arsenal Station, Pittsburgh, Pa.

BARGAINS—One new Owen's No. 50 Marquis cleaner, never used.

One new Owen's No. 50 Marquis cleaner, used on 8 cars only.

One air blast cleaner, cooler and conditioner, great on conditioning hot grain, and removing snow and ice from corn, raising test weight on small grain. Machines priced to sell at once, Freeman Mfg. Co., Freeman, S. D.

BARGAINS.

One 29 D and one 16 Clipper Cleaner, one Emerson 6 shoe Kicker; three motors, 1, 2 and 5 horse power; Howe Dormant Scale; 2 seed counter scales, 40 foot cup elevator, 9 sections Heller seed cabinets; one Minnesota Germinator. Other seedsmen's equipment, all in excellent condition. Prices right. Address Box 323, Marinette, Wis.

ELECTRIC MOTORS FOR SALE.

1 75 H. P.

1 50 H. P.

1 40 H. P.

all complete with starters. Also

2 66"x18' Boilers.

1 60"x110' Smokestack.

1 500 H. P. Allis Engine.

2 No. 3½ Iron Prince Scourers.

Write for description and price.

EDGAR-MORGAN COMPANY,
Memphis, Tenn.

REAL BARGAINS.

Prompt Attention. Quick Shipments.

When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses, stock and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

Geo. J. Noth, Mgr.,

9 S. Clinton St.

Chicago, Ill.

MACHINERY BARGAINS.

2 No. 4 Invincible Double Receiving Separators, capacity 300 to 1000 bushels per hour.

1 No. 177 Eureka Double Receiving Separator, capacity 180 to 600 bushels per hour.

1 No. 97 Eureka Buckwheat Scourer, ball-bearing, capacity 45 bushels per hour.

1 No. 28 Eureka Clipper, ball-bearing, capacity 95 bushels per hour.

1 No. 5 Invincible Clipper, capacity 200 bushels per hour.

1—9"x30" Allis Roll.

These machines are in good condition and are fully guaranteed. Address The General Machinery Co., Mass. Bldg., Kansas City, Mo.

MACHINES WANTED.

WANTED—Good grain cleaner that will clean wheat taking out barley, oats and weed seed; also clean barley and oats. Capable of handling 200 or 300 bu. per hour. Address Idaho Grain Co., Soda Springs, Ida.

SCALES FOR SALE.

FIVE TON Fairbanks type registering scale at a bargain. Used one year. Address John F. Merkert, Ora, Ind.

FOR SALE—Special ball bearing 10 ton Howe auto truck and wagon scale. New, never used. Address John Kinsella, Colfax, Ill.

DO YOU WANT A MACHINE that is not advertised here? Make your wants known in the "Wanted" columns. Someone has the machine you want, but has not started advertising it for sale in the Grain Dealers Journal.

OIL & GAS ENGINES FOR SALE

GASOLINE AND OIL ENGINES of all kinds, sizes and prices can be sold profitably through the "Oil and Gas Engines" columns of the Grain Dealers Journal of Chicago.

BARGAIN SALE ON SHELF-WORN BOOKS.

One Double Indexed Car Register, used to advantage by receivers and carlot shippers. Through its use any car may be found instantly. The double pages are ruled vertically so as to provide a column for each digit. This form contains space for 12,000 cars. Order "No. 40, Special," price \$1.25.

One No. 4—Storage Receipts, for keeping record of grain stored for farmers. Contains 47 receipts and 47 stubs. Prevent misunderstandings, avoid disputes, law suits and losses by using receipts. Get this book; it's a bargain. Hurry! Sale price, 35c. Include postage to your postoffice. Order "No. 4 Special."

One Decimal Grain Value Book for converting pounds into dollars and cents for any quantity of grain from 10 to 100,000 pounds at any given market price. Table includes oats from 10c to 79c per bushel; corn, rye and flaxseed 10c to \$1.09 per bushel; wheat, clover and peas, 30c to \$1.59 per bushel; and barley and buckwheat 20c to \$1.49 per bu. This copy is damaged from use as a sample, so will sell for \$2.00 plus carriage charges. Regular price \$5.00. Order No. 36 "special."

Two Wagon Loads Received books extensively used in recording wagon loads of grain received from farmer patrons. Form No. 380 "special" contains 160 pages of Linen Ledger paper, 20 lines to the page, thus accommodating 3200 wagon loads. Well bound in cloth with Keratol back and corners. Will sell for \$2.00 not including carriage charges. Form No. 381 "special" same as No. 380 "special" except it is check bound and printed on not quite as good paper for \$1.75 plus carriage charges. (Weight 3 pounds.)

Improved Railroad Claim Blank books bound in duplicate. This form requires little of your time for filing and contains spaces for all the necessary information in the order which assures prompt attention on the part of the claim agent. They increase and hasten your returns by helping you to prove your claims and by helping the claim agent to justify payment. Form A contains Loss of Weight in Transit Claims; Form B, Loss in Market Value due to Delay in Transit; Form C, Loss in Quality due to Delay in Transit; Form D, Loss in Market Value due to Delay in Furnishing Cars; and Form E, Overcharge in Freight or Weight. We have three books of 100 sets of Form A, two of which we will part with for \$1.50, and the third for \$1.00. Order No. 411-A "special." Form No. 411-5 contains 60 sets of Form A, and 10 sets of each of the other forms. We have two soiled or damaged copies; one for \$1.75 and one for \$1.00. Order No. 411-5 "special." These prices do not include postage and insurance. (Weight of book, 3 pounds.)

GRAIN DEALERS JOURNAL,

309 South La Salle St., Chicago, Ill.

SEEDS FOR SALE—WANTED

SEEDS FOR SALE—WANTED

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited Send us your samples
TOLEDO, OHIO

The J. M. McCullough's Sons Co.

BUYERS — SELLERS

Field and Garden Seeds

CINCINNATI - - OHIO

HENRY HIRSCH

WHOLESALE FIELD SEEDS

CLOVER — ALFALFA — TIMOTHY — ALFALFA

Our Specialty

All Other Field Seeds

TOLEDO - - OHIO

J. G. PEPPARD SEED COMPANY

Buyers SELLERS

Correspondence Invited **SEEDS** Kansas City, Mo

LOUISVILLE SEED COMPANY

INCORPORATED
LOUISVILLE, KYHeadquarters for
RED TOP AND ORCHARD GRASS
BUYERS AND SELLERS
OF ALL VARIETIES

Say you saw it in the

Journal

When you write our advertisers
Thanks

The S. W. Flower Co.

WHOLESALE

FIELD SEED

MERCHANTS

SPECIALTIES

RED CLOVER, TIMOTHY
ALFALFA

TOLEDO

OHIO

WHITNEY-ECKSTEIN SEED CO.

Wholesale Seed Merchants

BUFFALO, N. Y.

CORRESPONDENCE INVITED

Field and Grass
Seed Trade Directory

ARNHEM, HOLLAND.

Wm. E. Busgers & Co., European fancy natural gr. seeds.

ATCHISON, KANS.

Manglesdorf Seed Co., The, wholesale seeds.

BALTIMORE, MD.

Wm. G. Scarlett & Co., wholesale seed merchants.

BUFFALO, N. Y.

Stanford Seed Co., Inc., The, wholesale field seeds.
Whitney-Eckstein Seed Co., wholesale seeds.

CHICAGO, ILL.

Dickinson Co., The, Albert, seeds.
Illinois Seed Co., The, grass and field seeds.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

CONCORDIA, KANS.

Bowman Bros. Seed Co., field seeds.

COUNCIL BLUFFS, IOWA.

Ouren Seed Co., wholesale seeds and grain.

CRAWFORDSVILLE, IND.

Grabbs Reynolds Taylor Co., grass and field seeds.
Crawfordsville Seed Co., seed merchants.

INDIANAPOLIS, IND.

Indiana Seed Co., field seeds.

KANSAS CITY, MO.

Peppard Seed Co., J. G., wholesale seeds.
Tobin Seed Co., alfalfa—bluegrass.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, grain and field seeds.
Louisville Seed Co., clover and grasses.

MILWAUKEE, WIS.

Courtteen Seed Co., field seeds.
North American Seed Co., wholesale grass & field seeds.
Teweles Seed Co., L., seed merchants.

MINNEAPOLIS, MINN.

Dickinson Co., The, Albert, seeds.
Minneapolis Seed Co., seed merchants.

NEW YORK, N. Y.

Nungesser-Dickinson Seed Co., wholesale seed merchants.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, wholesale field seeds.

ST. LOUIS, MO.

Agricultural Seed Co., cow peas.
Manglesdorf, Ed. F. & Bro., wholesale field seeds.

ST. PAUL, MINN.

Jamecon Hevener Co., shippers of field seeds.

TOLEDO, OHIO.

Churchill Grain & Seed Co., field seed, popcorn.
Flower Co., The S. W., seed merchants.
Hirsch, Henry, wholesale field seed.
Toledo Field Seed Co., The, clover, timothy.

HAY WANTED.

SHIP YOUR HAY

to
ALBERT MILLER & CO.192 N. Clark St. CHICAGO, ILL.
Good Sales—Prompt Returns

Make Your Business

A Christmas present that will assist it to avoid the snares and pitfalls of new trade highways. Send it the convictions, suggestions and experiences of your brother grain dealers twice each month by subscribing to **The GRAIN DEALERS JOURNAL.**

309 So. La Salle St., Chicago, Ill.

Gentlemen:—In order that I may profit by the experience of others in the grain trade, please send me the Grain Dealers Journal on the 10th and 25th of each month. Enclosed find Two Dollars to pay for one year.

Name of Firm.....

Capacity of Elevator Post Office.....

.....bus. State.....

SEEDS FOR SALE—WANTED

The Mangelsdorf Seed Co.
Sweet Clover, Alfalfa,
Soudan Grass, Millet, Rape.
ATCHISON KANSAS

IMPORTERS EXPORTERS
GRASS and CLOVER SEED
Buyers and Sellers of Timothy, Red Clover,
Alsike, Alfalfa, White Clover, etc.
NUNGESSER-DICKINSON SEED CO.
New York, N. Y., U. S. A.

OUREN SEED CO.
Council Bluffs, Iowa
Buy and Sell Red, White and Alsike
Clovers, White and Yellow Blossom
Sweet Clover, Alfalfa, Red Top, Blue
Grass and all Seed Grains

COURTEEN SEED CO. Milwaukee, Wisconsin
Clover, Timothy, Grass Seed
Grain Bags



CRAWFORDSVILLE SEED CO.
FIELD SEEDS
CRAWFORDSVILLE, INDIANA

L. Teweles Seed Co.
MILWAUKEE, WIS.
Grass and Field Seeds

ALFALFA TIMOTHY RED TOP
Agricultural Seed Company
Main & O'Fallon Sts. St. Louis, Mo

We Buy:-
Timothy
Red Clover
Alsike Clover
Sweet Clover
Millets
Special Varieties Seed Grain
Sample Bags Furnished Free
NORTHROP, KING & CO.
MINNEAPOLIS --- MINN.

North American Seed Co.
WHOLESALE GRASS & FIELD SEEDS
Milwaukee, Wisc.
"THE HOUSE OF QUALITY"

Schisler-Corneli Seed Co.
Buyers and Sellers
All Kinds of Field Seeds
St. Louis, Mo.

Crabbs Reynolds Taylor Company
CRAWFORDSVILLE, INDIANA
Buyers and Sellers
CLOVER AND TIMOTHY SEED—GRAIN

ED. F. MANGELSDORF & BRO.
Buyers and Sellers of Sweet Clover, Alfalfa, Clovers, Timothy, Grasses, Fodder
Seeds, Sudan Grass, Soy Beans, Cow Peas
First and Victor Streets St. Louis, Missouri

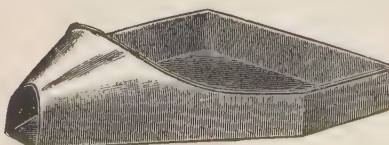
THE ILLINOIS SEED CO.
CHICAGO, ILL.
WE BUY AND SELL
Field Seeds
Ask for Prices
Mail Samples for Bids

Alfalfa, Blue Grass, Clover,
Sudan, Millet and Cane
RUDY PATRICK SEED CO.
Kansas City, Mo.

Missouri Grown Blue Grass
Kansas Grown Alfalfa, New Crop
We are now prepared to accept orders for both
TOBIN SEED CO.
KANSAS CITY, MO.

MINNEAPOLIS SEED COMPANY
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WE ARE BUYERS AND SELLERS
TIMOTHY—CLOVERS—MILLETS
Grass Seeds and Seed Grains
Send samples for bids Ask for samples and prices

SEED SAMPLE PANS



Made of sheet aluminum, formed by bending, reinforced around top edge with copper wire. Strong, light and durable. The dull, non-reflecting surface of the metal, which will not rust or tarnish, assists the user to judge of the color and detect impurities. Seed Size, 1½x9x11". Price \$1.65

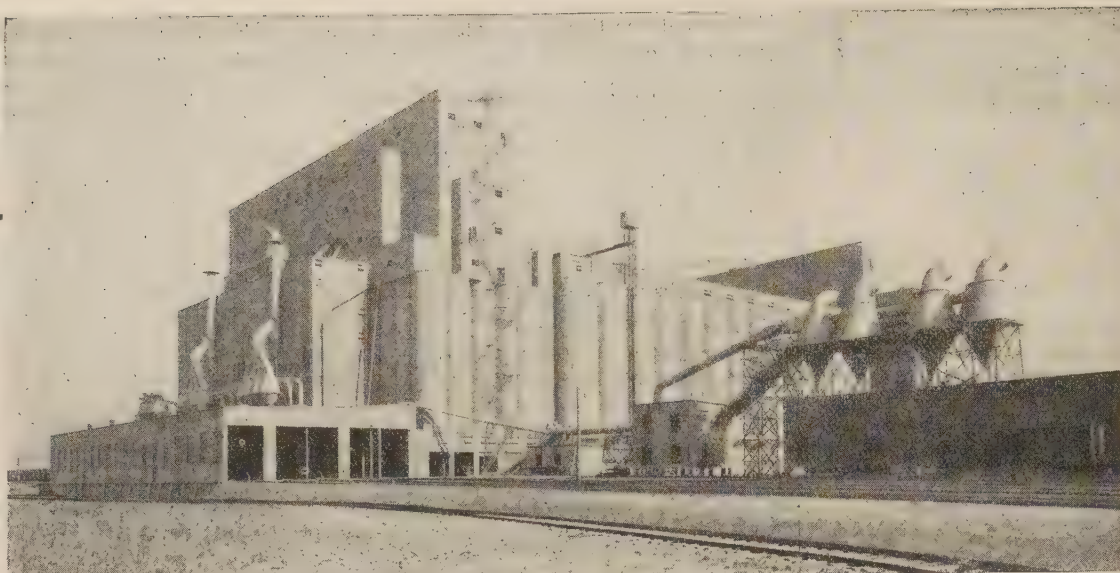
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GRAIN DEALERS JOURNAL, 309 So. LaSalle St., Chicago, Ill.

SEED

We Buy and Sell all Varieties of Grass and Field Seeds

The Albert Dickinson Co.
MINNEAPOLIS CHICAGO



Six Ellis Drier Units Installed, C. & N. W. Elevator, Chicago, Operated by Armour Grain Company

Why You Should Specify Ellis Driers

Because the Ellis Drier has earned an unimpeachable reputation for producing a product supreme in quality.

By that we mean the original lustre and color of the grain is retained, it is free from cracked, discolored kernels and of great importance the grain is evenly dried and thoroughly cooled.

To the practical grain man who is familiar with Federal Grain Grades and their severe penalties for damaged grain, the above facts are of surpassing consequence.

But what is the reason for the superior quality of Ellis Dried Grain? Simply this:

- (1) Thin grain layers of even thickness throughout the length of the grain column— $4\frac{3}{4}$ inches to be exact. That means intensive air circulation about every kernel of grain.
- (2) Double Pressure System of air circulation which means the grain layer is dried on both sides at the same time, producing an evenly dried and thoroughly cooled product.
- (3) Woven wire cloth construction in both drier and cooler, which prevents the grain from becoming overheated in the drier—a common cause of discoloration and parching of the product.
- (4) All wire surfaces which support the grain are vertical. This construction prevents the possibility of the mesh in the wire cloth becoming filled with oats and dirt with consequent reduction in the efficiency of the drier.
- (5) A continuous feed system which is remarkable in its ability to feed the grain evenly through the drier and cooler. An additional reason for even drying and thorough cooling results.

Add to the above, a knowledge of design backed by 25 years of grain drying experience and you have the basis for our claim that Ellis Dried Grain is an incomparable product.

The Ellis Drier Co., Chicago, U. S. A.

GRAIN DEALERS JOURNAL

309 South LaSalle Street, Chicago, Ill., U. S. A.
Charles S. Clark, Manager.

Published on the 10th and 25th of each month in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$2.00; single copy, 15c.

To Foreign Countries within the Postal Union, prepaid, one year, \$3.25; to Canada and Mexico, prepaid, \$2.75.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, NOVEMBER 25, 1922

DOCKET 9009 seems as far away as ever from enforcement in tariff provisions.

WILL corn prices hold their 20-cent advance after the car shortage is relieved?

WINNIPEG is said to be getting much trade in grain for future delivery growing out of puts and calls for the account of customers in the United States.

THE RYE crop of Canada which averaged 2,000,000 bus. during the 5 years 1909-1913 has jumped to 50,000,000 bus. this year and will have to be reckoned with in the export trade.

THE TIME to reject an improper tender on contract is immediately on learning of the defect. Failure to reject a car immediately by refusal to pay drafts with B/L showing shipment to have been made the day after expiration of contract time led the Arbitration Appeals Com'te to decide a case against the buyer as reported on page 708. Delay deprived the buyer of the protection of the rule that shipment must be made in contract time.

STRIKES may excuse delay of cars or shipment when they are still pending but when the strike is broken and the workers are back on their old jobs or helping someone else a strike excuse is not sufficient to give railroad relief from paying losses occasioned by its delay. The case recited by our Kansas correspondent in this number is typical of new excuses being devised by railroad companies to discourage shippers from pushing perfectly good claims.

THIS cold weather is a blessing to the shipper with soft corn on hand.

COUNTY AGENTS have had their political activities squelched. Now let them divert their energy from commercial to farm activities.

DISTRIBUTING spouts which mix grain of different kinds are too expensive to be tolerated in these days of narrow and uncertain margins. So equip your elevator that mixing will be impossible.

GOOD ENGINEERING is the adaptation of mechanical means to the end sought; and at Cairo, Ill., this has resulted in the novel extensible pipe line for loading grain into barges as described on page 698.

THAT SUIT may be brot against initial or delivering carrier to recover for damage in transit when the shipper or receiver does not know where the damage occurred is the decision of the Court of Appeals of Georgia published on page 708 placing the burden of proof on the terminal carrier to establish the extent of the damage when received by it.

WHAT IS heat damage? Can you identify it when you see, feel, smell or hear it? Some of the supervisors claim to find it in their dreams, but they fail to describe it with sufficient clearness to enable grain dealers of experience to recognize it. The grain trade's long sought uniformity of grading grain seems to be getting farther and farther away from practice.

WEEVIL are causing heavy losses to grain dealers in many different sections and judging from the complaints received elevator operators are not conducting their usual campaign for cleanliness. Screenings, dirt and refuse should not be tolerated at any point about an elevator. The dark corners where such refuse generally accumulates provide a real paradise for these insects which multiply and overrun the entire plant. If you wish to keep them out of your grain bins sweep down walls occasionally and keep the house clean.

BALTIMORE grain exporters deserve the thanks of the grain trade for their spirited resistance to the Paul Pry's of the Federal Trade Commission, since Judge Rose of the United States Court has sustained their protest against the inquisition by holding the Federal Trade Commission is without power to examine the books of grain firms. Millers who earlier this month received a most burdensome and inquisitive questionnaire from the Federal Trade Commission also will be glad to learn of the decision in favor of the six Baltimore grain firms.

THE U. S. COAL COMMISSION has received replies from both mine workers and operators to its questionnaire on what is the matter with the coal industry. The operators stated that freedom from labor monopoly was the essential, while the mine workers alleged the cure is complete unionization of all mines. The fact is the public during all these years never had any trouble getting all the coal needed at a fair price until the labor monopoly got so strong it closed the mines to boost wages far above those paid in other industries. As soon as the labor monopoly is done away with our troubles will be over.

THE ELEVATOR operator who checks up his insurance every Saturday to make sure he is fully protected also inspects the elevator carefully before he goes home to make sure no fire will occur.

THE VIGILANCE of many landlords in pressing grain buyers to pay for grain a second time in order that the landlord may receive his full rent is causing grain dealers generally to exercise greater caution in buying tenants grain.

GRAIN PRICES' Relation to Animal Motive Power is one of the interesting addresses to be delivered at the Dec. 6 meeting of the Horse Ass'n at Chicago; but a more potent influence against the use of horses is the high wages paid drivers. When wages of drivers drop from \$6 to \$1.50 per day many present owners of autotrucks will return to the use of horses.

THE MISGUIDED members of Congress who are laboring under the impression that they are forcing legislation in favor of the grain producers of the land will be pushed to the necessity of studying out some new scheme for handicapping the marketing of grain as the government has been restrained from enforcing the Capper-Tincher law and the prospects are that the meddlesome law will be declared unconstitutional as was its predecessor.

THE KANSAS State Secretary of Agriculture presuming that the farmers are losing money because country wheat buyers do not grade their purchases according to protein content induced one farm bureau of that state to demand changes in the rules governing the grading of wheat which will insure all wheat growers being paid for their wheat on the basis of protein content. If the impractical agitators persist in their demand for protein tests the expense of grading wheat will be doubled and the opportunities for disputes and differences will be unnecessarily increased.

CREDITORS of bankrupt estates settled through the bankruptcy courts wait so long and patiently for the small amounts obtainable that all invariably wish the affairs of the bankrupt had been placed in the hands of a creditors' committee at the start. A final dividend of 3% was paid recently on the claims against a firm thrown into bankruptcy courts 15 years ago. All settlements of bankrupt grain exchange firms effected through the means of a creditors' committee have invariably been settled promptly and at a very low cost, thus realizing much more for the creditors.

THE REFUSAL of the court to permit the American Farm Buro to intervene in the suit by the grain exchanges of the land against the Capper-Tincher law on the ground the Buro has no financial interest at stake places that aggregation of agitators right where they belong, on the outside. Now if the Board of Trade could be freed from attack by all others who have no interest in the welfare of the grain exchanges, but whose only purpose is to destroy, the Board could continue peaceably to provide a facility for the distribution of grain at a margin of cost infinitesimally small compared with the costs of distributing other commodities.

PRICE GUARANTEEING may be strenuously opposed by smaller manufacturers in complaints to the Federal Trade Commission but there is no legal or ethical objection to a trade agreement by the Corn Products Refining Co. that is nothing more. If the Federal Trade Commission issues any order forbidding guaranty against price decline the Supreme Court can be depended on to knock it out, just as it has nullified many other rulings of the Federal Commission.

DANISH BUTTER is of such high quality declares the United States Department of Agriculture that it commands "an exorbitant price all over the world," but the American farm bloc sought to raise the price of butter by legislating a prohibitory tax on oleomargarine made in our own country rather than raise the quality of butter by hard work. Denmark in 1921 made 61,400 tons of margarine described by the U. S. Dept. of Agriculture as of "excellent quality," and the thrifty Danes ate it all at home, exporting none. It is now proposed by the farm bloc to crowd out the Danes by U. S. Government financing of exports by loans to foreigners on terms denied by private banking capital for reasons that should be good and sufficient—the poor credit rating of the borrower.

TEXAS ARBITRATION committees have been disallowing purchaser's profit where the seller defaulted in filling his contract, which does not seem right, since the profit is what the buyer had in mind when he made the contract, and a contract under which he can be deprived of his profit is of no value to him. Under the law the measure of damages is the market price when the article should have been delivered and a buyer establishes his loss when he buys in elsewhere to cover the defaulted contract of the other party. If the buyer had received the grain he would have had the profit, of a certain sum. Failure to receive the grain left him with a loss of the same sum. When the market goes against a buyer he has to stand the loss, therefore when it goes in his favor he should get the profit, by arbitration as well as law.

FARM FINANCING legislation contemplated by Congress seems to be based on the theory that the bottom drops out of the grain market just after harvest and that if the farmer has an opportunity to borrow he can carry his crops for the higher prices prevailing towards the end of the marketing season. Figures compiled by the Minneapolis Chamber of Commerce for the years 1885 to 1914 and reprinted in this number show that there is not a sufficient advance from October to June to pay even the storage charges. For the 29 years the average advance in the price of No. 1 northern wheat at Minneapolis from September-December, to May-August following was only $4\frac{1}{4}$ cents per bushel, whereas the cost of carrying is 12 cents per bushel. The farmer who held would have lost on the average $7\frac{3}{4}$ cents per bushel. Ignoring facts, the fool friends of the farmer are going to enact a bill taxing all of us to lend government money to the farmer on more liberal terms than he can obtain from the banker so as to "help" the farmer lose 7 cents a bushel a year.

MEMBERSHIP in the Chicago Board has been denied the representatives of the farm bureau sales agency; but the bureau console itself with the thought that the membership is not necessary to enable it to do the big volume of business guaranteed it by farmers who failed to read or heed the warning of the Grain Dealers National Ass'n to read carefully before signing. Not being a member the pres. of the sales agency can bid the country a stiff premium over the call bid every night and get all the grain. Not being a member he will not be required to make a financial statement next January by the Board of Trade.

ANALYSIS demonstrates that there is nothing to justify the retention of excessive war taxes on newspapers and periodicals. It is generally admitted that publications have become an inseparable part of our national life. There is nothing to supply the place of the favorite periodical, and nothing can compensate their influence. A vast majority of American citizens are dependent upon the press for intellectual companionship, because reading is the foundation of knowledge. The repressive policy of the Government as manifested in continuing war taxes is essentially uneconomical and demoralizing to the publishing industry and the reading public.

CAR LOADING statistics when taken into comparison with the acute car shortage existing in many sections of the country would indicate that the system of distributing cars is faulty. When the figures show that 52,501 cars, an increase of 18,415 cars over last year, were loaded during a recent week with grain it is proof that those stations that have not had a car in two weeks are not getting their fair share. The remedy would seem to be a supervision of car distribution by an agency such as the American Railway Ass'n, to be voluntarily granted power by the railroads to shift cars from one road to another and from a section tendering very little grain for loading to a region greatly in need of cars.

The Control of Grain Cars.

Wheat shippers of some sections have experienced a world of trouble during recent months with millers who have refused to accept grain loaded in cars which could not be reloaded with flour and routed to suit the needs of the miller. Never has any shipper claimed or pretended to have control of a car after the freight which he loaded into it had been removed. It would seem right and proper if flour manufacturers are put to the necessity of buying wheat in hope of getting empty box cars that they should specify in their contract for purchase that wheat shall be shipped in cars which can be routed to any point.

Recent complaints have resulted from wheat shippers loading private cars and refrigerator cars whose rerouting was specifically limited by the owners. The friction between buyers and sellers on this point is occasioned entirely by the lack of foresight on the part of the buyer. Millers who buy grain to get empty box cars should let the grain seller in on the secret and he could then avoid billing cars limited in movement.

Heat Damage.

A new designation for the condition of wheat now known as heat damage would serve a useful purpose in clearing up false ideas prevailing with inspectors.

Wheat may be stack burned, bin burned or skin burned, but the essential fact that the millers need to know is to what extent has this burning affected the gluten. Heat damage when severe actually destroys the gluten, therefore the best measure of "heat damage" is the destruction of gluten, the appearance of the exterior of the berry being necessarily no criterion.

Some designation of gluten destruction without referring to heat as the cause would direct the thought of the inspectors and wheat buyers to the real question of what has gone on under the skin of the berry. The grain supervisors of the United States Department of Agriculture have adopted the Bamihl test for gluten in determining heat damage. With unquestioned accuracy this test reveals the quantity of gluten in each kernel, and has enabled the Department to sort out kernels having the characteristic evidence of so-called heat damage. Inspectors who are not employing the Bamihl test, which was described in the Journal for Mar. 10, page 321, are not in a position to find fault with the decisions of the United States grain supervisors who do.

Fantastic Financing for Farm Products.

The bill introduced Nov. 22 by the senator from Nebraska who is chairman of the Senate Committee on Agriculture would create a government capitalized corporation with \$100,000,000 to own and operate grain elevators and buy and sell grain in this and foreign countries.

The U. S. Food Administration Grain Corporation was the one single outstanding success in all our war activities, in that after having transacted an enormous volume of business, it actually wound up by turning over a profit to the Treasury. This record can not be duplicated in a time of peace. Some of the best men in the grain business gave freely of their time and knowledge to make the government distribution of grain a success during the war. This patriotic urge now is absent.

The effect of the entrance of the Federal Government into the business of dealing in grain can be only to increase the cost of operation. The government officials in charge of the corporation will have no inducement to keep down costs, as their salaries will go on just the same. The managers of the government business will not be held responsible as are the managers of private corporations to their stockholders, for the economical conduct of their affairs. With the government operating an elevator men once hired to work will be kept on the payroll when there is no work to be done, as long as the appropriation lasts.

This increased cost of operation by the government will have to be absorbed by the taxpayers. In a way it will be an attempt to subsidize the grain business at great cost to the taxpayers and without a corresponding benefit to the grain growers, the ostensible beneficiaries.

Adulteration and Misbranding.

So many shippers and manufacturers suffer the penalty of having their goods condemned or confiscated because of adulteration and misbranding that we would naturally expect such practices to be reduced but the cases reported each month reflect just as much carelessness or dishonesty on the part of shippers as ever. Some shippers are occasionally fined on account of small discrepancies which are so trivial as to carry the conviction that the law enforcers may be too technical, because these same firms often ship goods that are far better than the label claims them to be. Firms having a large volume of business and an army of employees cannot help but occasionally turn out shipments which are not just as specified by the label and not as they intend them to be.

When such errors count against their customers the reliable firms always hasten to make amends, while the sharp trader is content with an attempt to convince the buyer that his analysis is incorrect. No doubt the effect of the government's campaign against shipping in interstate commerce adulterated and misbranded feedstuffs has resulted in much benefit to buyers in that it has taught them to contract for supplies with more intelligent discrimination.

The Legal Rate of Freight?

The law provides that the legal rate of freight chargeable for the transportation of grain over any railroad or railroads is the rate specified in the tariff filed with the Interstate Commerce Commission at Washington. The law also provides that a copy of each tariff schedule shall be filed with the local station agent. But the tariffs are such a mysterious mass of bewildering contradictions that few rate experts are able to figure out all rates with any assurance of being right. Even the rate specialists employed by the Interstate Commerce Commission have been known to change their own decisions in this matter. So it is not surprising that grain dealers are often unable to learn or determine what is the correct rate of freight.

While the difficulties reflected by the questions presented by different shippers in our "Asked-Answered" department this number, are unusual, they serve to emphasize the great importance of always being on guard else some new point be raised and prospective profits be wiped out.

Years ago the Interstate Commerce Commission promised the early adoption of simple tariffs that would make clear to all shippers the correct legal rate of freight, but that reform seems to be as far away as ever and shippers are continually put to their wits ends to learn what is the legal rate of freight between two given points.

Many large grain receivers employ tariff experts who earnestly strive to keep well posted on all the bewildering tariffs issued by the carriers and find it a very profitable investment, because the railroads are always eager to correct errors which have counted in favor of the shippers, but they are dumb when it comes to calling attention to errors in their own favor. It would seem greatly to the advantage of all shippers whenever communicat-

ing with the Interstate Commerce Commission to impress upon the members of that body the difficulty of always learning the legal rate and the need of simplifying freight rate schedules so that shippers can have some chance of learning for themselves the correct rate.

The Business Paul Pry.

That meddlesome band of socialists known as the Federal Trade Commission has recently been brought up with a sharp turn by a Federal judge at Baltimore, but that does not serve to discourage the Commission or to stop its meddlesome tactics. Early this month this gang of dictators sent an eighteen page questionnaire to the millers of the land with instructions to fill in the sheets and return not later than Nov. 25th. The millers being quite busy with other problems connected with the manufacture and sale of flour referred the matter to competent lawyers with the result that they were told it was not necessary to supply any information to the Federal Trade Commission.

The business men of this country who have a well established reputation for square dealing resent most bitterly the imputation cast upon their honesty by the cheap politicians drafting laws and conducting commissions out of Washington. One would think that these bureaucrats suspect they have a monopoly on honesty. So long as the citizens who make up this government submit to such inquisitions the politicians will devise new excuses for employing more loafers to conduct investigations.

The slogan that the nation needed "less government in business and more business in government" met with such widespread welcome at the election two years ago that we had every reason to expect politicians would heed the demands of the voters, but the busy meddlers are still with us, and will continue to discourage enterprise and industry so long as the citizens stand for it.

Plans and Specifications Necessary to Get Satisfactory Elevators.

So long as country grain dealers buy new elevators without seeing either plans or specifications of what they are to get they will experience a dissatisfaction and disappointment reflected in the letter of our Nebraska correspondent, this number. With complete plans and specifications both the contractor and the grain dealer have an opportunity of knowing exactly what is to be erected.

We have before us two sheets of blue-prints reproducing tracings of an elevator which had been made with approximately sixty straight lines and these blue-prints were actually submitted by a barn builder as a plan of the elevator he proposed to build. Many more complete plans have often been drawn on backyard fences. A contractor with any imagination could have taken the same plans and built therefrom either a woodshed or a church.

Sheets of blue paper may make an impression on some prospective builders, but unless they give the specific information necessary to the construction of a grain elevator they are of little help to anyone having ability to read tracings and knowledge of grain elevator construction. One would naturally presume that a grain dealer who contemplated spending \$30,000 or \$40,000 for a new grain handling

plant would want to have some definite knowledge of what a contractor proposed to give him. A study of plans and specifications at such a time would prove of great assistance in securing a well constructed plant so arranged and equipped as to facilitate and expedite the handling of grain as well as to insure the utilization of every inch of space to advantage. Equipping new elevators with old, out of date, worn out machinery would never bring satisfaction either to a live contractor or a progressive operator.

New Rye Grades.

The new rye grades proposed by the Department of Agriculture are published in full elsewhere in this number. While these grades are not fixed, they are given to the trade for a tryout and after suggestions for their improvement have been submitted by those interested, the grades may be revised and promulgated as provided by the United States Grain Standards Act. The rules merit careful study by every rye handler and in the interest of uniformity every rye dealer should consider conscientiously the practicability of the new grades and give the department the full benefit of his experience and convictions soon so that needed changes can be made in advance of the final promulgation of the grades. Only through the active co-operation of the rye dealers of the land can the department hope to perfect grades which will be workable and fair to all.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

M. P. 34351 passed thru Shadeland, Ind., in train 90, Nov. 21, leaking wheat or rye at door post. Bad leak, but train did not stop here.—W. F. Noble.

C. & N. W. 65423 loaded with wheat passed thru Eustis, Neb., Nov. 21, on train 154, leaking wheat at one end.—G. C. Wolford, agt., C. B. Seldomridge.

Pennsylvania 40481 was showering white corn along the right-of-way while crossing 15th street, Kansas City, Mo., Nov. 7. Door was open eighteen inches, coopering lacked about twenty-four inches of being to top of car. Grain was coming over the top of coopering in steady flow.—Edison Kipp, Monolith Builders, Inc., Kansas City, Mo.

Southern 39514, loaded with shelled corn at Brewer Yards, Ill., Nov. 6, was transferred into another car due to bad leak.—X.

Penn. 53720, loaded with oats at Brewer Yards, Ill., Nov. 6, was transferred to another car, due to bad leak.—X.

Soo 169642 passed thru Sidney, Ill., Nov. 4, leaking corn from side. It was going west over Wabash.—Rich & Blankenbaker.

Pennsylvania 88867 left Holyoke, Colo., Nov. 3, leaking wheat thru sheathing.—Reimer Smith Grain Co., R. P. Reimer, mgr.

Southern 17552 was leaking wheat at side of car at Holdredge, Neb., Oct. 31.—Holdredge Equity Exchange.

C. B. & Q. 93501 was leaking wheat at side of car at Holdredge, Neb., Oct. 31.—Holdredge Equity Exchange.

C. B. & Q. 118810 was leaking wheat over draw bar at Holdredge, Neb., Oct. 30.—Holdredge Equity Exchange.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Refrigerator Cars Applicable?

Grain Dealers Journal: Grain dealer A sells wheat to mill B and buys an equal quantity from several shippers, among whom is C. All confirmations are in agreement on essential points, and the C's time of shipment expires it is extended by agreement among the parties, and all confirmations likewise specify shipment to mill B. The railroad on which C is located furnishes him with refrigerator cars for loading the wheat, and those cars may be moved to mill B, but car service rules will permit the miller to load them with flour or mill products only when he bills them in a westerly direction, and then he is hedged about with limitations which make the cars less desirable to him than cars which may be moved freely any place. The miller accordingly objects to accepting the wheat in refrigerators. Are these cars applicable on the contracts involved?—Jones & Co.

Reimbursement for Grain Door Lumber?

Grain Dealers Journal: On the last three cars of grain shipped from our station we have been forced to pay for the lumber for grain doors. The local agent for the railroad stated that they did not have lumber sufficiently long for the door space. We, therefore, had to procure 7-foot lumber from our local lumber yard. Coopering on each car cost us \$7. Will the Journal kindly enlighten us on the matter of a claim against the railroad to recover for the lumber used on the doors?—The Farmers' Company, Sturgeon Bay, Wis.

Ans.: To make sure of reimbursement the request and failure to furnish lumber should be established by a record in writing exactly as prescribed in detail in the Journal Mar. 25, 1922, page 378.

The reason for this preliminary red tape is that the railroads have no tariffs permitting them to pay shippers, as shippers, for grain doors. It must be handled as an operating expense of the railroad. All claims for grain door lumber and nails should be presented to the Division Supt. who alone has authority to pay them as operating expenses.

Freight Rate on Mixed Grain?

Grain Dealers Journal: A shipment of mixed barley and wheat tests over half brewers' barley. Should the wheat rate or barley rate apply on this shipment? The barley is inseparable and makes the wheat unfit for milling purposes. Is this mixture wheat or barley under the grain standards? Barley takes a lower rate than wheat.—Las Vegas Roller Mills, East Las Vegas, N. Mex.

Ans.: The fact that the two grains are inseparable prevents the application of the tariff allowing the rate on each kind, at the minimum weight of the highest rated grain, in Texas territory.

Rule 10, Sec. 1 of Consolidated Freight Classification No. 2 provides for the highest rate where several different articles are shipped in the same car. The same rule appears in Official Classification as Sec. 3, paragraph A. Wheat and barley being covered by commodity rates the classification does not apply but the theory is the same, viz.: the highest rate.

Item No. 35 in Rock Island freight tariff No. 31408-D, effective Dec. 1, 1922, provides that even when separated the rate on the highest rated commodity will apply, as follows:

"On mixed carload shipments of grain, mixed carload shipments of grain products, mixed carload shipments of seeds, mixed carload shipments of grain and grain products, or mixed carload shipments of grain and seeds, enumerated under those heads in Items Nos. 190 to 205, inclusive, from one consignor to one consignee, the highest carload rate and the highest

minimum weight for any commodity contained in the car will be applied on the entire carload, provided that all, or all but one, of the different kinds of grain, grain products or seed are in packages, except that on mixed carloads of coarse grain, viz.: corn, oats, wheat, rye or barley, bulkheads may be used to separate the grain, provided shipments are made at owner's risk of mixing, and the partitions are provided by or at the expense of the shipper."

Sec. 1 of the official grain standards provides "Any grain which when free from dockage contains more than 10 per cent of grain of a kind other than wheat shall not be classified as wheat."

If the federal government had a similar rule on barley it would not be barley on account of too much wheat. It is a barley-wheat mixture.

Liability for Undercharge?

Grain Dealers Journal: I would like to know whether the railroad company can come back after two or three years and force me to pay undercharges. If that is legal we had better all close up, it seems to me.

I have just received the following threatening letter:

I have had referred to me for collection a claim against you of \$36.60 covering undercharge on car D. & R. G. 62504 shipped by the Des Moines Elevator Co. from Adaza, Ia., consigned to its order, notify Wand-Todd & Co. at Butler, Ill. When the shipment arrived at Butler it was delivered to you upon the payment of \$163.01 charges when the correct amount due was \$199.61.

When you took delivery of the shipment you impliedly agreed to pay all lawful charges on it and I shall thank you to favor me with your check to cover the balance of \$36.60 by return mail. Yours truly, L. J. Hackney, general counsel C., C. & St. L. Ry. Co., Cincinnati, O.

The railroad company has at the present time a similar bill in the hands of their local attorneys here for collection threatening to sue me at once unless I pay them for what they claim I owe as an undercharge on a car of corn shipped to the order of a farmers elevator in Iowa in December, 1920, and for which I paid the freight as presented and sold the corn on that basis.

I bought both of these cars at delivered prices from these people and they are now out of business at Litchfield, Ill.—Frank Ware, Butler, Ill.

Ans.: The carrier has a lien on the shipment for the freight charge and without respect to the ownership of the carload is warranted in asking the person taking the shipment to pay the freight, or any sum it chooses to exact; but it loses this lien when it lets go of the property and has no claim against a person who was not a party to the contract of shipment.

With regard to these two cars Mr. Ware was neither shipper or consignee and owes the railroad company nothing. The buyer of goods from one party does not become obligated to satisfy all claims of a third party.

In *Pennsylvania Co. v. Townsend*, 100 Atl. Rep. 855, published in the Grain Dealers Journal for July 10, 1917, the Supreme Court of New Jersey held that the notify party was not the consignee and therefore was not liable even if he took the goods and paid the charges first demanded. To hold the assignee of the B/L for an undercharge the assignee of the notify B/L must have knowledge at the time of paying the freight that it was an undercharge, the theory of the New Jersey court being that the railroad company is bound by its first bill of freight charges as far as the notify party is concerned, the carrier still having recourse against the consignor for the undercharge.

Getting Cars by Fraud?

Grain Dealers Journal: Regarding the explanation of car distribution on page 627 of the Nov. 10 issue of Grain Dealers Journal, if an elevator operator reports to the railroad agent more grain than he really has on hand for shipment and an investigation is made, what will or can be done to the operator to penalize him?

It seems to us that the cars should be distributed equally among the dealers after that is found out.—A. M. Johnson, Bode, Ia.

Ans.: We know of no penalty for this fraud. The railroad company might prosecute for fraudulent representation but that would get the other shipper nothing.

In the case of the Hobart Mill & Elevator Co., referred to on page 617 of the Journal, Nov. 10, where the same discrimination was due to the

railroad company giving one shipper more than he was entitled to, the Interstate Commerce Commission awarded the shipper damages amounting to the profit he would have made on each car had he received the 8 cars to which he was entitled under the equitable distribution.

The other shipper at the station who deprives a fellow shipper of cars by false representations to the station agent would seem to be liable for similar damages if the fact could be clearly proved, altho a search of Supreme Court decisions discloses no such suit.

Refusing Delay Claim Account of Strike.

Grain Dealers Journal: Recently we have had a few shipments on which claims were made for loss on account of delay in shipment. The claims were declined by the carriers for the reason that because of the unusual labor conditions, they would have to take advantage of the bill of lading provisions exempting carriers from liability. Will the Journal kindly advise us what provision of the bill of lading exempts a carrier from loss occasioned by delay in transit? Are all carriers taking advantage of strike conditions to reject claims for loss?—M. E. Thompson, Southern Kansas Grain Co., Coffeyville, Kan.

Ans.: The provision of the B/L under which the carrier is claiming exemption from loss by delay in transit is Sec. 1, which contains the following clause: "Except in case of negligence of the carrier or party in possession (and the burden to prove freedom from such negligence shall be on the carrier or party in possession), the carrier or party in possession shall not be liable for loss, damage or delay occurring while the property is stopped and held in transit upon request of the shipper, owner or party entitled to make such request, or resulting from a defect or vice in the property or from riots or strikes."

Under the foregoing, mere allegation that the delay was due to strike will avail the carrier nothing, as the burden of proof is on the carrier to show that the strike was the proximate cause, that it was not otherwise negligent, and that the strike conditions changed for the worse between the time the shipment was accepted and the time it was delivered.

THE NATIONAL Council of Co-operative Marketing Ass'n has sent invitations to 200 co-operative marketing ass'ns, asking them to attend a national convention of farmers co-operative organizations, Dec. 14 to 16, at Washington, D. C.

Extracting Vitamins from Wheat Kernels.

Chemists of the Ward Baking Co., New York City, have devised a method of extracting the vitamins and mineral salts from the germ of the wheat berry and wheat bran. They have succeeded in baking loaves of white wheat bread which retains the nutritive value of these solubles.

Scientists from various universities were called into consultation with the Ward company at the outset when the experiments showed results, and the results were checked and re-checked by the experts from the universities.

Thousands of pigeons, rats, mice and guinea pigs were fed, observed and weighed during the tests of comparative nutritive value of the bread containing the extracted vitamins and ordinary white bread.

The results showed that the scientists not only retain the effectiveness of the vitamins in the form of bread, but also extract the essential vitamins from the wheat bran and middlings and germ of the wheat.

During the year nearly \$2,000,000 was spent in developing the white wheat loaf containing a proper balance of protein. The plant at Warren, O., will be devoted entirely to the extraction of vitamins from grain. Experimental machinery was taken from the Ward plants and new machinery was designed for the work. The time and effort spent on the experiments have been fully justified by the results obtained.

The foregoing is remarkable, if true, as vitamins hitherto have defied the efforts of chemists to isolate them.

Injunction Against Future Trading Act Continued.

Judge Carpenter in the United States District Court at Chicago, Ill., Nov. 17, continued the order restraining the government from enforcing the Capper-Tincher law against the Chicago Board of Trade.

In the proceedings before the court Henry S. Robbins represented the Board of Trade and Chas. L. Swanson, ass't U. S. Attorney, the government. Jenkins & Kirkpatrick, attorneys for the American Farm Bureau Federation, undertook to horn in, but the court denied their petition to appear as interveners. Mr. Kirkpatrick stated that the "Farmers will suffer financial loss in not being able to sell their grain on the Board of Trade under the law." This amounts to an official admission on behalf of the Bureau that its purpose is to sell grain on the board at a cut rate of commission.

Judge Carpenter questioned Mr. Kirkpatrick closely in an endeavor to discover that the Bureau had the "personal" financial stake in the suit necessary for intervention, and said he would be glad to hear from him "as a friend of the court", and he assumed the Farm Bureau would assist the government.

Mr. Robbins outlined the law, calling attention to the section authorizing the three department sec'ys at Washington to forbid any individual from selling or buying grain for future delivery on any exchange, as a criminal under penalty, without trial by jury as guaranteed by the Constitution.

The former bill having been annulled by the Supreme Court it followed that this bill must be annulled, Mr. Robbins said, "unless it can be shown by the government to be different from the former bill."

Mr. Robbins showed that the new bill was a re-enactment of the old law, held unconstitutional, containing the same provision making it a misdemeanor punishable by a fine for making a trade for future delivery on other than a licensed exchange.

The trademark case in 100 U. S., and the case of James Patten, in the cotton corner on

the New York Cotton Exchange, were cited as precedents to show grain trading on the Board was held by the Supreme Court to be intra-state. Instead of aiming at the 1,600 members of the Board of Trade the bill should be aimed at such individuals as are supposed to be levying a burden on interstate commerce, said Mr. Robbins.

"Attempts to inject into the bill a statement of fact as to whether future trading is an obstruction must fail."

Mr. Robbins offered in evidence 21 affidavits of the leading political economists unanimously holding that future trading facilitated rather than burdened trade.

Judge Carpenter suggested that the court and the attorneys make themselves a "sort of com'te of the whole" to agree on some plan to get the case to the Supreme Court, where it would go eventually; but got no response, U. S. Attorney Swanson reminding the court the government, unlike the preceding case, had filed an answer. No one making any movement Judge Carpenter assumed the responsibility himself by dismissing the bill "for want of equity," leaving the Board of Trade its appeal.

On Nov. 20 at Washington the appeal on behalf of the Board of Trade was filed by Attorney Henry S. Robbins in the Supreme Court.

Fourth Grain and Hay Show Dec. 2 to 9.

The fourth annual Grain and Hay Show to be held in connection with the International Livestock Exposition at Chicago, Ill., Dec. 2 to 9, had on Nov. 14, more than 4,000 entries. Registration closed Nov. 20. For the entire show last year there were but 3,312 entries.

Prizes to the amount of \$10,000 will be given by the Board of Trade of Chicago.

Radio waves will flash the prize winners of the show during the marketing hours. Names of the winners who have taken high honors in the competition will be broadcasted and radio sending stations in Iowa, Missouri, Kansas, Oklahoma, Colorado, California, Nebraska, Wisconsin, Michigan, Pennsylvania and New Jersey will relay the message to those who cannot receive direct from Chicago.

The Montana Seed Growers' Ass'n is planning to have a more comprehensive exhibit of Montana grains at the show than it had last year. All varieties of grains and grasses grown in that state will be shown.

Chief interest is being shown in the fight for the highest corn honors, in which hundreds of farmers from Illinois, Iowa and Indiana will compete.

Reduced railroad fares will be in force for the show.

New President Omaha Grain Exchange.

S. S. Carlisle has been elected president of the Omaha Grain Exchange for the ensuing year.

Mr. Carlisle has been closely connected with the grain trade for twenty-five years, having been admitted to membership in the Merchants' Exchange at St. Louis in 1897, when he started as floor salesman for the Parrott-Baxter Grain Co.

Twelve years later he moved to Omaha and took a membership in the Grain Exchange of which he is now president and was for four years identified with the Trans-Mississippi Grain Co., afterwards becoming connected with the Omaha Elevator Co. on joint account.

In 1917 he established the S. S. Carlisle Grain Co., which in 1921 was changed to the Carlisle-Burns Grain Co., and of which firm he is at present senior member.

He is well qualified to lead the exchange in its activities during the coming year and has the best wishes of his host of friends in his new service.

Admission of Co-operative Ruled on by Board of Trade.

Application for membership in the Chicago Board of Trade was made two months ago by E. H. Cunningham, stating in his application that he was pres. of the U. S. Grain Growers Sales Co., Chicago.

His application was denied Nov. 14, the Board of Trade issuing the following official statement:

After due and serious consideration, the board of directors of the Board of Trade of the City of Chicago has found that the application of Mr. E. H. Cunningham for membership in this association is, in its conditions, incompatible with the rules of this association, and therefore his request for membership was denied.

Mr. Cunningham is a man of sterling character, but his connection with the Grain Growers Sales agency operated against him. To represent a corporation on the Board of Trade a member must have a substantial interest in the corporation, and of course, under the co-operative theory no one man should have a greater interest than any other man in the company. The com'te did not know enough about the Sales Co. to give it the endorsement that admission to membership gives. It was all too vague. Altho the Sales Co. has \$50,000 capital the volume of its business might easily exceed what was warranted, and get beyond the control of a president who had no substantial interest in it. A second statement was issued Nov. 20 by Sec'y John R. Mauff as follows:

Violation of a fundamental rule of the Chicago Board of Trade would be necessary to admit E. H. Cunningham to membership, according to a report today by the board of directors to the sponsors of the applicant.

Investigation showed that the applicant's plan was to have the many members of the U. S. Grain Growers, Inc., "consign their grain to his sales corporation and enjoy the facilities of this exchange thru the membership of Mr. Cunningham as president of this sales corporation."

Commissions from such sales, less cost of marketing, would belong to the many members of the parent organization whether distributed or accumulated.

That a violation of the commission rule of the association would inevitably result from such procedure was not denied by any one. It may be clearly seen that this would be an unfair and impossible form of competition under which our other members, as receivers, and under obligation to a strict observance of this commission rule, could not survive. To be respected the rule must be enforced without discrimination.

It would be inconsistent with one of the fundamental principles of this association if Mr. Cunningham and his sales corporation in this way enjoyed the concession of rebating without allowing the same concession to other members performing the same service for the producer. It would break down the commission rule, impair the value of service and membership, and lower the power to discipline as well as the ability to function properly in the great service imposed upon the association.

Fred Watkins Given Dinner and Gavel.

Mr. F. E. Watkins, of the Cleveland Grain and Milling Co., recently elected president of the Grain Dealers' National Ass'n, was the guest of the Grain and Hay Exchange of The Cleveland Chamber of Commerce at a dinner tendered him Friday evening, Nov. 17th, at the Cleveland Athletic Club.

The meeting was attended by all the leading grain men of Cleveland. Speeches of congratulation to Mr. Watkins were made by a number of those present and "Our Fred" was presented with a valuable silver engraved gavel. He responded thanking the Exchange for the gift and the expression of good feeling toward him and gave a brief review of the work and purpose of the Grain Dealers' National Ass'n from its organization to the present. He also reviewed briefly the work it has already done and the benefits arising from such an organization to the grain trade in general.

This most enjoyable gathering serves to demonstrate the high esteem in which Fred Watkins is held by the grain dealers of his home.



S. S. Carlisle, Omaha, Neb., Pres. Elect Grain Exchange.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Erroneous Rate Quotations.

Grain Dealers Journal: I have read several articles in the Journal relating to the condition which exists when the agent of a carrier quotes an incorrect rate to a shipper, thus causing loss to that shipper when he acts upon the erroneous information; but this subject is still a live one, and one that is of so much importance to grain dealers that it should not be allowed to die until it is solved in a manner equitable to all.

Recently there came to my attention the record of a case in which a dealer in Western Kansas sold a carload of sacked kafir, feterita, cane seed and broom corn seed to a company on the Pacific Coast. The shipper asked his railroad agent for a rate on the shipment before he quoted the prospective buyer a price on the various commodities, and the understanding is that he gave correct information as to the manner in which the car would be loaded and that the agent obtained a rate from higher officials of the road. In any case, the shipper was furnished with a rate quotation and he quoted the prospective buyer a delivered price on the commodities and a deal was consummated. The rate quoted was 67c per cwt., and if the shipment had been a straight carload of kafir or feterita this rate would be right.

When the shipment arrived at destination a rate of \$1.73½ per cwt. was assessed, making total freight of more than \$1,000.00, or some \$600.00 more than the shipper thought he would be charged. A claim for overcharge was filed, and the carriers admitted that the first freight bill was in error, but they claimed that correct rates would show about \$800.00 freight. This latter amount is based upon a rate of 69½c for the kafir and feterita, \$2.83½ for the cane seed, and \$3.42 for the broom corn seed.

The railroads seem to be right in their figures, and the shipper stands to lose something like \$400.00 on the transaction.

I suppose a railroad man would say that a shipper should know the correct rate before he makes a commercial contract in which that rate is a prime factor, and undoubtedly the railroad man would be right. But how under the sun is a shipper to learn the correct rate when he cannot obtain it from those whose business it is to furnish such information? The railroad man might answer, "Let him consult the published tariffs," but in the case cited the shipper was given to understand that the particular tariff applying was not on file at his station. Even if it had been available, the tariff itself is so complicated that the average person could understand it just about as well as he could understand the hieroglyphics inscribed on an ancient Egyptian temple. The rate experts do not seem to be wholly agreed on the correct figures even yet, and months have elapsed since the shipment moved.

The law requires the carrier to collect the legal rate as published in tariffs lawfully on file; and theory has it that the carrier and shipper is each presumed to know what is the correct rate. In this case, the shipper recognized his ignorance and asked the carrier for guidance, only to obtain something that later proved to be wrong. Now he must sustain a loss of considerable proportions and if he goes to law about it he will find himself against another stone wall of theory which holds that it would be rebating if the carrier changes the freight bill to the rate quoted by its agent, and he would be denied relief. If, perchance, he

should prove the fact of the misquotation the law might require the carrier to pay a paltry sum as a fine, but the shipper would not get even that small recompense as it would go to the United States.

The present law probably accomplishes the end sought in that it sets up a barrier against rebating to favored shippers under the guise of correcting mistakes in rate quotations, but it shifts the burden of all these mistakes upon the shipper instead of placing it upon the carrier where it properly belongs. The same desirable end could be attained in some other manner. A suggested amendment to the law would be one that would require the carrier to make good on its rate quotations, paying the overcharge, and at the same time assessing a fine of an amount, equal to the overcharge itself. Erroneous quotations would be quite infrequent under such a law, because with this penalty laid upon mistakes the carriers would require their employees to know what they are talking about.—C. A. Lovell, Hutchinson, Kan.

Note: The shipper should present a detailed statement of the facts to the Interstate Commerce Commission and request a ruling limiting the freight charges to a reasonable figure.—Ed.

All Grains Below Actual Value.

Grain Dealers Journal: We are beginning to see higher prices for farm products and it looks very much as if they will gradually work higher, so we will again have profits.

We purchased our stocks of feeds to run close into spring and today prices are around \$10 per ton higher. Practically all other commodities are advancing to such an extent that at today's prices all grains remain below their actual value. They will have to advance to bring about good business, and we are inclined to believe that most everything is working to a more equal basis. Therefore we feel bullish on practically all grains.—J. W. Horn & Son, by H. K. Horn, Lakeville, O.

Will Not Pay for Incomplete Elevator.

Grain Dealers Journal: The contractor says our elevator is completed, but our manager says, "No!" so long as bins leak, spouts won't shut, slides break and doors can't be opened or shut by one man without a crowbar or sledge, or until old second-hand wire with insulation hanging in tatters is replaced with new wire, or as long as starter for motor shuts itself off right in the middle of the job causing a choke-up in the "un-chokable" boot. No! The manager upon oath doth depose and say that the elevator isn't finished, done, completed, or ready. Nor is the last payment going to be paid until it is finished, completed, etc. You can put that in your pipe and smoke it.—Peter Hanson, Sec'y (Abdal), Superior, Neb.

Heat Damaged Wheat Discounted 23 Cents.

Grain Dealers Journal: A recent investigation by the United States Department of Agriculture was said to show that there is much heat damaged wheat on farms from the early threshed wheat and late threshing from stacked wheat over the entire hard winter wheat area. This is confirmed by the large amount of wheat arriving in the primary markets showing a low grade under the Federal Standards on account of heat damaged content.

On account of the sharp discrimination against wheat containing Heat Damaged Grains by mill buyers and the strict grading of the grain shipped for export, sales of this kind of wheat are being reported at big discounts, and, unquestionably, are very unsatisfactory to country shippers, who have not given their loadings or their purchases careful attention in this respect. Sales of this kind of wheat have ranged from fifteen to twenty-three cents under the No. 2 grades.—Marshall-Hall Grain Co., St. Louis.

The Wud-be Shipper's Lament.

Grain Dealers Journal: Yesterday I received an envelope bearing your imprint and addressed to me. Part of its contents were intended for me, but surely a mistake was made in the letter itself. I know it must have been meant for another person because its language is wholly unintelligible to me—almost as much so as if it were written in a tongue borrowed from another planet. You speak, in that letter, of "Cars," and I can find no one among my acquaintances who will even hazard a guess as to the meaning of the word. Moreover, a dictionary gives me no help altho I am forced to admit that this may be because the lexicographer has purposely deleted all obsolete terms; and if I could find a volume of an issue sufficiently ancient I might get some light on the subject.

We in the grain business in the interior have not exactly ceased thinking about wheeled vehicles suitable for the transportation of grain, for that matter, but we don't expect to meet one on our way home at the end of a day. Out of our thought there merely comes the conclusion that, while there may have been some such critter in the dim and misty past he has been most effectually extinguished and extinct, and now he just ain't.

Surely if anything ever were serious it is this car situation. Most of the country elevators in this section get a car so infrequently that when, perchance, one does protrude its nose upon the siding it is an immediate cause for community rejoicing and a prolific breeder of community discord. It's each man's turn for the next car and that makes for a very unsatisfactory condition of affairs.

I read the other day a newspaper report which stated that a certain Kansas bank has purchased a box car which it is using in making shipments to a nearby market. I do not know any details, whether the bank is thus engaging in the grain business, or whether it lends the car to the local grain dealers, but I do know that the banker in entirely wrong in his idea when he states that if more banks would do the same thing it would overcome the difficulties of the situation. These privately owned cars are very undesirable from the millers' standpoint and since they cannot load them with flour when the wheat is out they either refuse to buy private car wheat at any price or discount it materially. If all grain shippers were using these cars there would soon be no market at all for wheat, whereas under present conditions the dealer who is fortunate enough to get a car once in a blue moon finds a ready demand for his grain and gets a good price for it.

There is no doubt that we need box cars, but the situation is a difficult one for the average man to understand. For instance, it is understood that some car service rule requires the lines in this territory to return promptly to junction points in a direct line toward home all the eastern cars they get. Thus, if a C. B. & Q. car finds its way to a station in western Kansas on the Santa Fe that car must be billed, empty if necessary, direct to Kansas City. It may have to move right thru Hutchinson, for example, but it may not be billed to Hutchinson with a load of wheat, or billed to Kansas City stop at Hutchinson for inspection. If a reciprocal rule is enforced on eastern lines I suppose it may work out all right in the end, but it makes it mighty hard for the Kansas dealer who has a contract with a nearby mill when he must sit idly by and see a perfectly good grain car pulled away from his station empty. Of course, if he is willing to load the car, say, for Kansas City that helps a little; but it does not fill his contract.

Most folks feel that there is a lot about this car shortage that does not appear on the surface. Some remember a period of government miscontrol that ended only a short while ago and blame it upon that fact; but only last week a merchant (who ought to know better) voiced the opinion that the "government should

do something to make the railroads furnish cars out here." Others, and their number is growing, seem to think it is not so much a matter of car shortage as a lack of motive power for moving the freight, and thus see in the situation an aftermath of the shopmen's strike. These persons are of the opinion that the carriers could furnish equipment if they wished, but that when once furnished and loaded it could not be moved, and that the carriers are deliberately holding back the cars rather than lay themselves open to liability for delay in the movement of new shipments.

We must all admit that it is a complex situation, but I am not one who thinks "the government could do something about it." I think the government has already "done something" too many times and that the real cause of our suffering is an overdose of socialistic meddling. What we need is a good, old-fashioned purgative of strict adherence to the Constitution to relieve us of the toxins created by the demagogues. I don't think we got it at the election early this month.

Of course, we also need a real desire to serve in the mind of individual railroad men.—Yours truly, Cal.

Misinterpretation of Heat Damage.

Grain Dealers Journal: Oklahoma wheat shippers have been suffering greatly recently from too drastic inspection administered by the Grain Supervisors and licensed inspectors, working under direct instructions from the Board of Review at Chicago, the Southwest, realizing that established business can no longer stand the drain, nor production be increased, began early in October protesting directly to the Secretary of Agriculture against further misinterpretation of heat damage wheat. The results of our efforts have been astounding and have been felt mostly by those having grain in transit and inspected since the middle of October. It, therefore, behooves all wheat shippers to follow up the ground gained and make their future more secure in this one particular.

We have drawn up the following petition which we have asked grain shippers to present to every farmer, grain-dealer, banker, business man, in fact to any tax-payer interested in the general welfare of the State, that we may prove in so doing that our complaints are general, rather than local:

APPEAL FROM THE PEOPLE OF OKLAHOMA TO THEIR REPRESENTATIVES IN CONGRESS.

BE IT KNOWN TO ALL PRESENT: That we, the people of Oklahoma, without regard to political faith or affiliation come to you praying for protection from further losses sustained through misinterpretation of the application of the Grain Standards Act, promulgated by the Secretary of Agriculture and applied directly by the Board of Review at Chicago, Ill., referring to heat damage in kernels of wheat.

This Board of Review functions in an Advisory way to the Secretary of Agriculture and draws its conclusions from scientific methods unknown and unapplicable to the country at large. Its interpretation of heat damage in kernels of wheat includes discoloration of whatever nature without regard to commercial values. This in itself has destroyed uniformity, the very fundamentals upon which the Grain Standards Act was created, in that they vary in judgment among themselves as to difference between discolored grains and actual heat damaged kernels of wheat, until at present there is no uniformity in this particular. Again, this misinterpretation of what heat damage really is has lowered commercial values, discouraged production, demoralized business in general, the cost of which to the Southwest runs into millions of dollars.

Literally speaking, we do not want wheat slightly skin-burnt graded as heat damaged, neither do we want wheat showing discoloration, which is not heat damaged, graded as such. In fact, the percentage or grade of heat damage should be applied only where they clearly show heat damage that may be recognized by any practical grain man and damaged sufficient to effect the quality of flour produced. If this can be accomplished, the prayers of the country will be answered.

We, the undersigned, a few of the interested tax payers of Oklahoma, petition you to give this your immediate, earnest and careful attention.

To what extent shall we go in our recommendations as to changes in present percentages? We quote below table under which we are now and have been working, while beneath this, and for the purpose of comparison, we show another table which you will note is more liberal. The latter is presented purely as food for thought. We want each shipper to express his own personal views in this matter.

Table we are now working under:

No. 1 hard wheat, 60 lbs., 1/10 of 1% heat damage.
No. 2 hard wheat, 58 lbs., 2/10 of 1% heat damage.
No. 3 hard wheat, 56 lbs., 5/10 of 1% heat damage.
No. 4 hard wheat, 54 lbs., 1% heat damage.
No. 5 hard wheat, 51 lbs., 3% heat damage.

Table for comparison:

No. 1 Hard or Red Winter Wheat, 1/2 of 1% heat damage.
No. 2 Hard or Red Winter Wheat, 1% heat damage.
No. 3 Hard or Red Winter Wheat, 2% heat damage.
No. 4 Hard or Red Winter Wheat, 5% heat damage.
No. 5 Hard or Red Winter Wheat, 7% heat damage.

Wheat shippers owe it to themselves to make known their convictions regarding present practices and the changes needed in grading.—C. F. Prouty, Sec'y Oklahoma Grain Dealers Ass'n, Oklahoma City.

Want Wheat Grades Changed.

Another request for a change in wheat grades has been made, this time by the farm bureau of Reno County, Kansas, which recently held its annual meeting.

J. C. Mohler, sec'y of the Kansas State Board of Agriculture, was one of the speakers, and he made the statement that at the large markets there is a spread of 25c on all grades of wheat every day, a spread which he declared to be unfair and due to the protein test. He proposed that the protein content be made a grading factor under the federal standards.

In the speech delivered by another man, the assertion was made that the farmers of the state are losing 2c to 3c per bushel on 200,000,000 bushels of wheat annually because it is bought at country elevators on the Standards and sold at terminal markets on its protein content. This man made the claim that it is the protein alone which determines the value of wheat as a flour making grain, and that No. 3 wheat under this grading sells for a higher price than No. 1 wheat.

The meeting adopted the following resolution:

Whereas, the present grain grades are unsatisfactory and do not grade wheat according to its flour making qualities, causing the wheat producers to sell at a low price at country stations, wheat which commands a premium at central markets, therefore, be it

Resolved, that this bureau hereby earnestly recommends to the Dep't of Agri. and to our senators and congressmen such changes in the present methods of grading wheat as shall give the wheat producers fairer grades on their grain, thus bettering marketing conditions.

A GRAIN bureau has been established by the Swiss government for the importation of cereals from the United States.

PRESENT prices on rye discount considerable. Crop this year in both the United States and Canada will be larger than last year. American crop will probably turn out around 82,000,000 bus. and Canadian crop around 45,000,000 bus. Heavy receipts at Duluth have been shipped out. Since August 1st Duluth has received over 20 million bus., but stocks there are only 2,512,000 bus. against 921,000 bus. last year. Movement this year has been extremely heavy. Total visible at present 8,180,000 bus. against 5,131,000 bus. last year. Duluth and Buffalo hold 5,300,000 bus. which indicates the rye is moving in export channels. The 1909 to 1913 pre-war average for United States was 34,916,000 bus. Canada 2,096,000. Russia 791,333,000 bus., Germany 445,222,000 bus. The German crop this year is estimated to be around 190 millions.—C. A. King & Co.

Carrier Liable for Furnishing Leaky Car.

The Aubrey Milling Co. shipped a carload of meal over the Texas & Pacific and the International & Great Northern from Aubrey, Tex., to one Friedlander at Tyler, Tex., in a leaky car and Friedlander let the meal lie in the car four days during the third of which it rained and part of the meal was soaked.

The Aubrey Milling Co. brot suit for damages against the railroad company and was given judgment in two courts and finally in the Commission of Appeals, Oct. 4, 1922.

The car having arrived at Tyler, notice was given consignee of its arrival, and he neglected from March 19 to March 23 to remove the meal. On the night of March 22 rain fell on the car, and when Friedlander opened it on March 23 he found a portion of the meal wet and soaked with water and fermented. He rejected the shipment, and at once notified the consignors.

The Court of Civil Appeals, in affirming the judgment of the trial court, held as a matter of law that under the undisputed facts in the case Friedlander did not, within a reasonable time after notice given him of the arrival of the car, take the meal away, and that only the liability of a warehouseman attached to the initial carrier. The trial court found that the initial carrier furnished a leaky car for the shipment of the meal, and that this was the proximate cause of the damage to the shipment, which finding is supported by the evidence.

The law requires a carrier to furnish such cars as will properly protect the goods that it contracts to ship.

The B/L contains these provisions:

"Sec. 5. Property not removed by the party entitled to receive it within 48 hours (exclusive of legal holidays) after notice of its arrival has been duly sent or given may be kept in car, depot, or place of delivery of the carrier, or warehouse, subject to a reasonable charge for storage and to carrier's responsibility as warehouseman only, or may be, at the option of the carrier, removed to and stored in a public or licensed warehouse at the cost of the owner, and there held at the owner's risk and without liability on the part of the carrier, and subject to a lien for all freight and other lawful charges, including a reasonable charge for storage.

The Commission of Appeals said: Under the provisions quoted the right was conferred upon the carrier to exercise its option, in the event the liability as a warehouseman arose, to keep the goods in a car or remove them to a depot or a public or licensed warehouse. In the exercise of this option, it retained them in the defective car. The right to do so was given it by the provision quoted; but, as it has performed its duty in a negligent manner, it ought to be compelled to respond in damages. For this reason the judgment of the trial court ought to be affirmed.—243 S. W. Rep. 972.

Buncoed by Protein Tests.

If protein content is not an index to quality of wheat, why do some millers insist on a chemical analysis to determine the protein content? I have just learned that one of the millers in Topeka, operating one of the largest plants, here, is buying all of his wheat on grade and has not asked for a single protein analysis during the crop year.

I have spent twenty days during the past month visiting country elevator operators, and without exception, every dealer I met told me that he would not sell another bushel of wheat guaranteeing a certain protein content. One shipper I know made a sale guaranteeing 14% protein content and the analysis showed 12.60 and he was discounted 14c per bushel. Several shippers whom I met advised having sent samples to different markets all taken from a two quart tester, and analysis showed 2% difference in protein content between different markets. If you have not had the experience that a number of dealers have had, we would suggest that you sell only on grade, avoiding trouble and loss.—E. J. Smiley, Sec'y Kansas Grain Dealers Ass'n.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

IDAHO.

Lewiston, Ida., Nov. 7.—Fall seeding is about completed in this territory. Some of the fall crops I have seen seem spotted. What we need most of all is a good warm rain before snow.—Peter Muench.

ILLINOIS.

Springfield, Ill., Nov. 22.—The sunshine was deficient and the temperature and rainfall were moderate, but the precipitation was heavier in the southern part of the state. The recent rains have delayed corn husking, but have improved wheat and pastures. Corn husking is well along. In parts of the central and southern areas the results are not satisfactory. Wheat is in fine condition generally.—Clarence J. Root, Meteorologist.

Springfield, Ill., Nov. 15.—Scattered showers have occurred during the past two weeks, ending with a much needed rain breaking the drought quite generally. Temperatures have ranged somewhat above normal. Farm work, though retarded at times, has progressed quite favorably. Plowing is well along and with favorable weather it is not likely the acreage will fall short of the average. Corn husking is well advanced and it is reported over half completed in most sections. The quality is generally excellent, ranging better than it has been for several years. The yield is holding up to the average for the state though many localities report low yields due to chinch bug and drought damage. Old corn reserves are less than last year and the market movement of new corn has been rather light. Many farmers are either holding for a higher price or intend to feed more extensively. The car situation continues to prevent the free movement of grain to terminals. The farm labor situation is fair. A shortage is reported in some localities, but is not affecting the progress of the harvest to any extent. The condition of winter wheat has benefited extensively and fall stands are much more uniform as a result of improved soil conditions. Early reports indicate a substantial increase in the acreage of winter wheat over that of last year.—A. J. Surratt, Agricultural Statistician.

Springfield, Ill., Nov. 10.—The prolonged late season drought over the state hastened the maturity and drying out of corn, with the consequent lowering of the yields, but favored a high quality of corn quite generally. The merchantable quality, rated at 90 per cent on Nov. 1, is the highest fall quality recorded since 1910. The northern areas of the state, especially the upper west central and northwestern counties, have a very favorable crop, but yields gradually taper off to below average in most of the southwestern portion of the state. Husking is unusually well advanced with over half of the work completed under favorable conditions for working. Farm reserves of old corn are reported less than last year, but above the average for the state. Drought during the later stage of development of corn shortened the yield of silage to slightly below the ten year average. It is estimated that about 8 per cent of this season's acreage was used for silos in Illinois. Winter wheat seeding is completed. The grain is up and showing fair to favorable stands. The growth is somewhat uneven in the later plantings in some localities and further rains would be beneficial. It is too early to make a definite statement on acreage, but reports indicate it will exceed that of last year for the state. The average weight per bu. of the small grains is up to average or slightly better, with the exception of oats, which falls below average due to the light weight of this grain in the southern area. Quality varies greatly in the lower western area, but improves and becomes more uniform northward. Buckwheat is raised only on a small acreage for the state. Unfavorably dry and hot weather during the later stage of development noticeably cut down the yield of this crop, which is reported at 15 bus. per acre.—State Federal Crop Reporting Service.

IOWA.

Minburn, Ia., Nov. 16.—Corn picking is pretty well along, especially in view of the fact that corn shuckers have been very scarce. Car shortage here has certainly put a crimp in our farmers, as well as ourselves, by hauling a lot of corn right through our town to the interurban at Gardner, where they have been getting 25 cars to our 1.—H. C. Smith, Clark Brown Grain Co.

KANSAS.

Plevna, Kan., Nov. 13.—Plenty of moisture and prospects for wheat are fine.—J. D. Likens.

Riverdale, Kan., Nov. 18.—Wheat is stooling in fine shape, with prospects of a good crop.—Leo Wilson.

Wilmore, Kan., Nov. 9.—Wheat prospects are good in this vicinity.—L. E. Allison, mgr., Peoples Grain Co.

Pratt, Kan., Nov. 14.—The recent rains give us better prospects for next year than we had at the corresponding time last year.—Pratt Equity Exchange.

Winona, Kan., Nov. 14.—A fall of snow or rain would check deliveries to the elevator, but would put the ground in shape for the winter.—V. F. Snider, mgr., Wheatland Elevator Co.

Pratt, Kan., Nov. 10.—The rain we had thoroughly soaked the country and has been a great help to the growing wheat in this section.—Harley J. Scott, mgr. grain dept., The Pratt Mills.

MISSOURI.

Jefferson City, Mo., Nov. 13.—The present prospects for 1923 wheat point towards the crop going into winter quarters in good condition. Seeding has been completed, with most of the crop up to a good stand, with a fine growth in the northwest and beginning to cover the ground in the eastern counties. Wheat was seeded early in the northwest and western portions, but was much delayed in the east, and the south central with 39% of the crop throughout the state sown before the fly-free date and 61% afterward.—Federal-State Crop Reporting Service.

OHIO.

Sidney, O., Nov. 18.—We are having plenty of rain here now. Wheat is looking fine, corn husking is pretty nearly finished and the yield is the largest in years. Farmers are beginning to plow for spring crops.—E. T. Cusenbolder & Co.

WASHINGTON.

Seattle, Wash., Nov. 6.—Crops very poor last year.—Gordon T. Shaw.

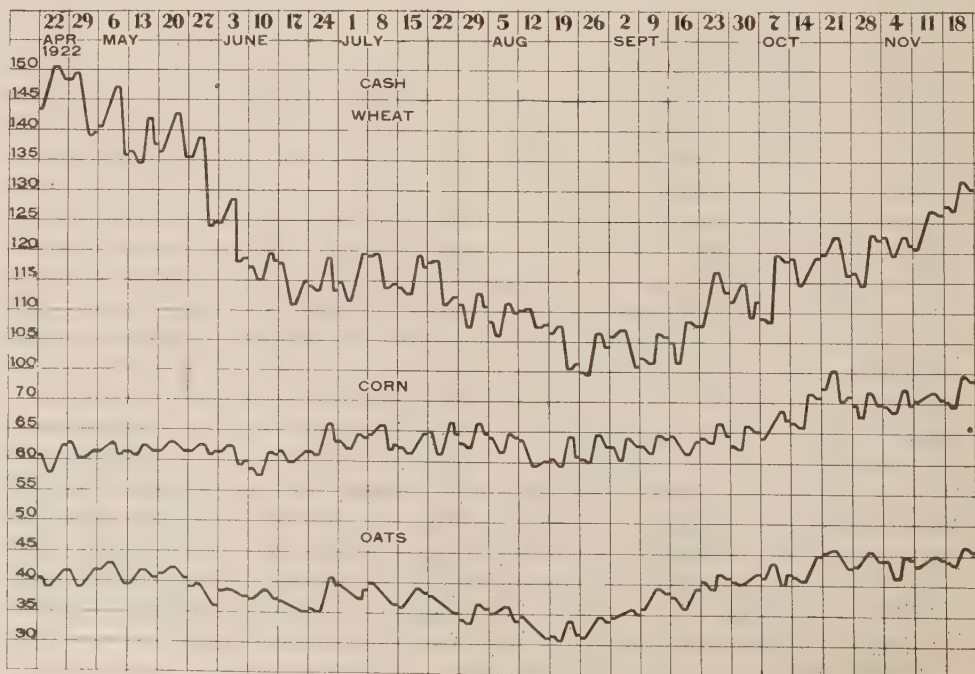
Buenos Aires, Argentina, Nov. 20.—Weather continues favorable and prospects are now for a larger wheat crop than was first expected. We estimate our exportable surplus at five million tons, which is 185,000,000 bus. in round figures. This estimate compared with a recent estimate of 148,000,000 bus.—Correspondent, J. Rosenbaum Grain Co.

Washington, D. C., Nov. 13.—The latest revised estimates of the European wheat crop are more favorable than shown by the figures made available a month ago, according to a cable from Alfred P. Dennis, special representative of the Department of Commerce at Vienna. The French wheat crop is now estimated at 255,000,000 bus., which is 20,000,000 bus. more than was predicted at an earlier date, while the outturn in Spain is 14,000,000 bus. better than was last reported, the production being 126,000,000 bus. The reports of the Rumanian wheat crop which last month showed a slight decrease as over the previous year, are now indicating an estimated excess of nearly 9,000,000 bus. The corrected estimates for all Europe, exclusive of Russia, put the wheat crop at 194,000,000 bus. less than last year.

Washington, D. C., Nov. 20.—Early sown wheat is generally looking well, while the late sown has been slow in coming up. In the central west the top growth is short, but fairly even. Recent rains are benefiting the crop generally. Acreage of fall rye and barley has been increased in Tennessee. Wheat fields are being pastured in eastern Kansas. The acreage in Texas reported smaller than last year. The fall crop of oats is about sown in Texas and sowing is progressing elsewhere. The rice crop in the southern states is all harvested. A large per cent has been thrashed with low yields general except in Texas. In California 45 per cent of the crop is reported uncut or in the shocks and harvest will be completed by the 25th of the month with favorable weather. The husking of corn has made rapid progress and is practically completed in most sections. Much of the crop has been cribbed. Yields vary greatly, although up to the average in most sections except in some southern states, where they are light. Quality is generally good, but is reported to be under the average in Texas. The crop is half out of the fields in Iowa and part of Missouri. A considerable portion is going to market.—U. S. Dept. of Agriculture.

Cash Wheat, Corn and Oats Fluctuations from April 15 to Nov. 18.

Opening, high, low and closing average prices of No. 2 red winter wheat, No. 2 mixed corn and No. 2 white oats at Chicago each week are given on the chart herewith. The daily average is used in charting; actual prices were made each week a few cents above or below the extreme charted.



Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Lewiston, Ida., Nov. 7.—Cars for shipments are very scarce, mostly gondola or flat cars being available. Prices are fair.—Peter Muench.

Chicago, Ill., Nov. 15.—A car of Canadian No. 1 northern wheat was received by B. A. Eckhart Milling Co., weighing 66.5 pounds to the bushel, the heaviest ever received at the company's mill.

Wilmore, Kan., Nov. 9.—Cars are scarce here.—L. E. Allison, mgr., Peoples Grain Co.

Pratt, Kan., Nov. 14.—Car shortage is curtailing our business.—Pratt Equity Exchange.

Riverdale, Kan., Nov. 18.—The car situation is improving here on the Rock Island. Have had plenty of room in my elevator for some time.—Leo Wilson.

Woodston, Kan., Nov. 11.—Grain movement will be very light until a crop can be raised.—W. C. Macy, mgr., Farmers Elevator & Mercantile Co.

Monument, Kan., Nov. 14.—There is not much movement of grain from farms at present. Only 30% of grain left on farms.—R. A. Yountan, mgr., Wheatland Elevator Co.

Winona, Kan., Nov. 14.—Our elevator is full and it is impossible to get cars. About 90% of the grain is marketed or out of farmers' hands.—B. F. Snider, Wheatland Elevator Co.

Eustis, Neb., Nov. 21.—Very little grain moving here. Wheat was a short crop and farmers are holding their corn.—G. C. Wolford, agt., C. B. Seldomridge.

Sholes, Neb., Nov. 13.—Not much grain to be marketed here on account of a hail storm destroying the crop.—A. C. Glasser, agt., Wm. Slaughter Grain Co.

Sidney, O., Nov. 18.—The better corn campaign we have waged for 10 years is now bearing fruit. On the 13th, we loaded a car to Cleveland and it arrived and graded No. 3. We would like to know of other shippers from Van Wert County who are getting No. 3.—E. T. Custenborder & Co.

Middlepoint, O., Nov. 4.—In a short time there will be a heavy movement of ear corn, just as soon as we have some cool weather to take the moisture from the corn. The car situation is bad, with no hay moving. The farmers are well satisfied with prices and will be free sellers within a short time. There have been no hay cars in this territory for three weeks and about one-fourth empty cars for grain. Dealers are all complaining about car shortage. At our Cavett elevator we are loaded with grain

and just received first car in two weeks. At our Paulding elevator we are almost full and cars are very scarce. At our Merrill elevator we were shut up on account of no cars to load. The last car was received Sept. 22 and just received relief on the first.—H. G. Pollock.

McKinney, Tex., Nov. 21.—Splendid rains in Texas will cause more wheat to be seeded than anticipated a month ago, but the high price of cotton will cause many to abandon wheat and oats to plant the fleecy staple.—G. Reinhardt, Reinhardt & Co.

BARLEY beards which lodged in his throat while threshing, caused infection which resulted in the death of Peter Ramsey of Binford, N. D.

Activity in Rye Market.

The United States cuts a very small figure in the world's production of rye, for the five years 1909-1913 its average annual production having been only 34,916,000 bus., against 1,755,598,000 bus. for the world. A country producing but 2 per cent of the crop can not be said to have any material influence on the price; and a study of the statistics of production and exports reveals that the foreign demand is the controlling factor in the movement outward.

For many years before the war our rye crop ran along about 35,000,000 bus. annually, but the exports bore no relation to the crop. In 1897 on a crop of 33,433,000 bus. we exported 15,562,000 bus., the maximum pre-war. In 1904 on a crop of 31,805,000 bus. we exported 27,749 bus. only. The explanation for this extraordinary fluctuation lies in the changing foreign demand, Americans esteeming rye as a bread grain so little they are willing to let it go.

Our exports have increased steadily during the past 5 years, from 13,703,000 bus. in 1916 to 47,337,000 bus. in the fiscal year beginning July 1, 1920, as reported by the U. S. Department of Agriculture, and this record exportation was on a crop of 60,490,000 bus. in 1919, or over 70 per cent.

The 1922 crop is estimated by the government as 79,623,000 bus., and an exportation of 70 per cent would mean the outgo of about 56,000,000 bus., the heaviest on record.

The visible supply of rye is in excess of 10,000,000 bus., against 6,500,000 bus. one year and 4,700,000 bus. two years ago. About one-third of the visible is in Duluth elevators.

From Aug. 1 to Oct. 14 our exports of rye have been 16,856,000 bus., which is twice as much as was exported during the corresponding period of 1921. Germany is said to have contracted for 40,000,000 bus. so far this season and on Nov. 13 Minneapolis reported the sale of 1,000,000 bus. in one day.

Great Interest in Rye Market.

"Germany's continued heavy purchases of American rye were fully anticipated in view of the heavy deficiency in the native production this year," says Broomhall. "In order to economize rye, the German Government proposes to enforce the use of potatoes, of which there is a plentiful supply this year, in the manufacture of bread. The rye market in Germany last week was very firm, owing to a further fall in the value of the mark, and prices rose to record levels. Strenuous efforts are being made by the Roumanian Government to induce peasants to extend the wheat and rye acreage this season, and in view of the less remunerative prices recently obtaining for oats and barley, it is very possible that some success will attend their endeavors. Commenting upon the rye situation in the United States, a well-known authority states that as long as the present relative values of wheat, rye and maize are continued, rye will prove a most attractive purchase, both for export and feed. However, sooner or later, stocks will be reduced to a point where breadstuff needs alone will dominate values, forcing rye much closer to wheat."

Foreign Food Conditions.

E. D. McDougal, vice pres., Armour Grain Co., who has just returned from a 3-months' pleasure and business trip abroad, says:

Of the many perplexing problems confronting Europe one of the most serious is its food supply. Confirmation of poor yields and poor quality of grain crops is no longer lacking, but on the contrary is daily bringing to light the actual import requirements, which are very large and greatly in excess of last year. Likewise, requirements of ex-European countries are greatly increased.

A careful analysis of the world's shipments for past ten weeks discloses that in spite of falling exchange, Europe has bought large quantities of food grains. Buying still continues, and will continue on a liberal scale, for if governments are to be maintained and upheld the people must be fed. This is fundamental and a first consideration, and nowhere is it better understood, and more fully appreciated than by the countries so affected.

Furthermore, the American people will not allow Germany, Austria and other countries of Europe to suffer actual starvation but will, as they have in the past, should such an exigency demand, offer succor either by voluntary contributions, or by the extension of some system of credits.

Grain stocks all over Europe are light, and I believe the demand from abroad will continue in volume sufficient to give us steadily advancing prices.

Remedy Worse than Weevil.

Live Weevil is given credit for much damage to stored grain on farms and in elevators, and there have been numerous chemicals on the market for destroying weevil, some of which are proving a greater detriment to the wheat than the live weevil. It has been brought to our attention that weevil destroyers with COAL OIL as one of the ingredients have been used quite extensively, which has resulted in wheat treated with this chemical selling at big discounts on account of the coal oil smell being on the wheat, and which requires careful and much handling by elevators before it can be eliminated. This is expensive. Buyers for mills will not consider wheat with a Coal Oil Odor, and much caution should be taken by shippers if they are using weevil destroyers on their wheat for shipment to market.—Marshall-Hall Grain Co.

Coming Conventions.

Dec. 5, 6, and 7. The South Dakota Farmers Grain Dealers Ass'n, Watertown, S. D.

Jan. 3, 4 and 5. Farmers Grain Dealers Ass'n, at Oklahoma City, Okla.

Jan. 23, 24, 25. Farmers Grain Dealers Ass'n of Iowa, at Des Moines.

Feb. 6, 7 and 8. Farmers Grain Dealers Ass'n, at Decatur, Ill.

Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for May delivery at the following markets for the past two weeks have been as follows:

	Nov. 10.	Nov. 11.	Nov. 13.	Nov. 14.	Nov. 15.	Nov. 16.	Nov. 17.	Nov. 18.	Nov. 20.	Nov. 21.	Nov. 22.	Nov. 23.
MAY WHEAT.												
Chicago	114 1/4	115 1/4	115 1/4	117 1/4	116 1/4	117 1/4	118	116 1/4	118 1/4	116 1/4	116 1/4	116 1/4
Kansas City	106 1/4	107 1/4	106 1/4	107 1/4	109 1/4	108 1/4	109 1/4	108 1/4	109 1/4	108 1/4	108 1/4	108 1/4
St. Louis	113 1/4	114 1/4	115 1/4	116 1/4	115 1/4	116 1/4	117	115 1/4	117	115 1/4	115 1/4	115 1/4
Minneapolis	111 1/4	112	113 1/4	114 1/4	114 1/4	116	116 1/4	115 1/4	116 1/4	116 1/4	115 1/4	115 1/4
Duluth (durum)	94 1/4	95 1/4	95 1/4	97 1/4	97 1/4	98 1/4	99 1/4	97	98 1/4	98 1/4	98 1/4	98 1/4
Winnipeg	103 1/4	104 1/4	105 1/4	107 1/4	107 1/4	108 1/4	110	108 1/4	110 1/4	108 1/4	108 1/4	108 1/4
Milwaukee	114 1/4	115 1/4	115 1/4	117 1/4	116 1/4	117 1/4	118	116 1/4	118 1/4	116 1/4	116 1/4	116 1/4
MAY CORN.												
Chicago	69 1/4	69 1/4	69 1/4	70 1/4	71 1/4	71 1/4	71 1/4	70 1/4	71 1/4	70 1/4	70 1/4	70 1/4
Kansas City	66 1/4	67 1/4	67 1/4	68 1/4	69 1/4	69 1/4	69 1/4	68	69 1/4	68 1/4	68 1/4	68 1/4
St. Louis	68 1/4	69 1/4	69 1/4	70 1/4	70 1/4	71 1/4	70 1/4	69 1/4	70 1/4	70 1/4	70 1/4	70 1/4
Milwaukee	69 1/4	69 1/4	69 1/4	70 1/4	71 1/4	71 1/4	71 1/4	70 1/4	71 1/4	70 1/4	70 1/4	70 1/4
MAY OATS.												
Chicago	42 1/4	42 1/4	42 1/4	43 1/4	43 1/4	43 1/4	43 1/4	42 1/4	43 1/4	42 1/4	42 1/4	42 1/4
*Kansas City	42	42	42	43 1/4	43 1/4	43 1/4	43 1/4	42 1/4	43 1/4	42 1/4	42 1/4	42 1/4
St. Louis	43 1/4	43 1/4	43 1/4	44 1/4	44 1/4	44 1/4	44 1/4	43 1/4	44 1/4	43 1/4	43 1/4	43 1/4
Minneapolis	35 1/4	35 1/4	35 1/4	36 1/4	37 1/4	37 1/4	37 1/4	36 1/4	37 1/4	37 1/4	37 1/4	36 1/4
Winnipeg	42 1/4	43 1/4	43 1/4	44 1/4	45 1/4	45 1/4	46 1/4	46 1/4	46 1/4	46 1/4	46 1/4	45 1/4
Milwaukee	42 1/4	42 1/4	42 1/4	43 1/4	43 1/4	43 1/4	43 1/4	43 1/4	43 1/4	43 1/4	42 1/4	42 1/4
MAY RYE.												
Chicago	84 1/4	84 1/4	86	88 1/4	88 1/4	90	90 1/4	89 1/4	90 1/4	88 1/4	88 1/4	88 1/4
Minneapolis	75 1/4	76	78 1/4	80 1/4	80 1/4	82	82 1/4	81 1/4	82 1/4	81 1/4	80 1/4	80 1/4
Duluth	79 1/4	80 1/4	81 1/4	83 1/4	83 1/4	85	86	84 1/4	85 1/4	84 1/4	83 1/4	83 1/4
Winnipeg	80 1/4	80 1/4	80 1/4	84	84 1/4	86 1/4	88 1/4	86	86 1/4	85 1/4	84 1/4	84 1/4
MAY BARLEY.												
Minneapolis	54 1/4	54 1/4	55 1/4	56 1/4	56 1/4	57 1/4	57 1/4	56	57	57 1/4	56 1/4	56 1/4
Winnipeg	56 1/4	56 1/4	56 1/4	57 1/4	57 1/4	58 1/4	58 1/4	57 1/4	58 1/4	57 1/4	56 1/4	56 1/4

*December future.

Does Not Pay Farmers to Hold Wheat.

Does it pay the grain producer to hold his wheat? Many grain producers are compelled to market their wheat shortly after harvest. Are they compelled therefore to sacrifice it in the matter of price?

Much of the agitation against Grain Exchanges and the existing marketing system is based upon the statement that grain is sacrificed in the matter of price during the heavy crop moving period. What are the actual facts?

In order to dispel the general misunderstanding with reference to this subject the statement tabulated below has been prepared by the Publicity Committee of the Chamber of Commerce of Minneapolis from the official records.

The records for "crop years" begin with Sept. 1st, and end with the following Aug. 31st. September, October, November and December are the heavy crop moving months, and about two-thirds of the grain crop of the Northwest is marketed by the producers during these four months. The months of May, June, July and August, the last four months of the crop year, represents the period of the lightest crop movement. The statement which follows compares the values for many years of cash wheat in Minneapolis during the four heavy crop moving months above mentioned with the four months of the lightest crop movement above mentioned.

The high and low closing price at Minneapolis for No. 1 and No. 2 Northern Spring Wheat for September, October, November and December were averaged, also the high and low closing prices for the months of May, June, July and August of the same crop year were averaged. The result gives an average closing price of No. 1 and No. 2 Northern Wheat at Minneapolis during the heavy crop moving period, and also an average closing price during the lightest crop moving period following. These averages are compared to show whether the price of No. 1 and No. 2 Northern Wheat advanced or declined during the crop year, and to what extent. The advances or declines were then averaged to show the average advance in price from the heavy crop moving period to the lightest crop moving period.

This statement begins with the crop years of 1885 and 1886, and ends with the crop year of 1913-14. The World War began in July of 1914. July and August of 1914 are therefore excluded because of the abnormal effect of the war, and the months of May and June, 1914, were taken as reflecting the normal values in the latter end of the crop year of 1913-14. The abnormal years immediately following the breaking out of the World War are excluded—also the period during which the Government fixed the price of wheat, and also the abnormal years represented by the period of readjustment following the war. For instance, during the crop year of 1920-21 there was a severe decline in the price of No. 1 and No. 2 Northern Wheat during the last four months of this crop year as compared with the first four months of the crop year, but it would be manifestly unfair and improper to include such an abnormal year. The severe decline which took place in the price of wheat during the crop year of 1920-21 was part of a world-wide readjustment of values following the war. The price of wheat would undoubtedly have fallen as much or more if there had been no trading in wheat for "future" delivery. Other lines of farm produce declined in value in an even greater degree. The 29 years taken represent on the whole a normal period.

The State Inspection Department began to grade grain in Minneapolis in 1885 and during the 29 years mentioned the No. 1 and No. 2 Northern wheat is the grade as established

by the Minnesota State Inspection Department.

The statement shows that during the 29 years mentioned the average price of No. 1 Northern wheat at Minneapolis during May, June, July and August was only 4¼ cents per bushel higher than the average price of No. 1 Northern wheat during the preceding September, October, November and December, the period of the heaviest crop movement.

The statement shows that the average price of No. 2 Northern Cash Wheat at Minneapolis during May, June, July and August of each of the 29 years mentioned was only 4.32 cents per bushel higher than the average price of No. 2 Northern Wheat during the preceding September, October, November and December, the heavy crop moving period.

These figures show conclusively that a prosperous Northwestern farmer whose resources enabled him during the 29 years mentioned to hold his No. 1 and No. 2 Northern wheat until the end of the crop year would have received on the average only 4¼ cents per bushel more for No. 1 Northern, and only 4.32 cents per bushel more for the No. 2 Northern than if he had sold his wheat each year immediately after harvest.

The average advance in price of 4¼ cents on No. 1 Northern and 4.32 cents on No. 2 Northern would not have compensated the prosperous farmer for the cost of carrying for the eight months mentioned, or for example, from the end of October until the end of the following June. If the prosperous farmer had kept this grain in his granaries on his farm he would have been out the interest on the value of this wheat. Valuing the wheat at 75 cents per bushel and taking interest at 6 per cent the cost of carrying for interest alone would be at least three cents per bushel. The interest upon the money invested in granaries and the insurance upon both the wheat and granaries must also be included in the "cost of carrying." In addition, the prosperous farmer would have had to incur the hazard of depreciation in quality and loss through evaporation. By holding his grain each year for 29 years mentioned and selling the same towards the end of the crop year at the period of the lightest crop movement it is manifest that the additional price received on the average would not cover the cost of carrying. If this farmer instead of holding the wheat in his granaries on the farm had stored the same in a local elevator or a terminal elevator the "cost of carrying" would have been greatly increased. The storage charges for the eight months in either a local or terminal elevator would have exceeded 6 cents per bushel for storage alone, and in the terminal elevator insurance charges would have to be added, and in both cases interest on the value of the wheat would have to be added. This would represent at least 3 cents per bushel in addition to the storage and other charges.

The statement also shows that the farmer who was in debt to his local banker or merchant, and whose necessities compelled him during the 29 years above mentioned to sell his grain promptly after the harvest during all of these 29 years, would have received on the average as good a price, all things considered, as his prosperous neighbor who sold his grain each year at the end of the crop year during the period of the lightest crop movement. In other words it appears that the Northwestern wheat producer whose creditors gave him no choice in the matter and whose necessities compelled him to market his grain each year for 29 years immediately after the harvest was, if anything, more fortunate on the average so far as net results are concerned, than his more prosperous neighbor who was able to dispose of his grain at the end of each crop year.

It is important to know that the grain producer who markets his grain each year during the heavy crop moving period does not on the average sacrifice it in the slightest degree in the matter of price, but it is equally important to know the reason why the Northwestern grain producers are able to market two-thirds of their grain crops in one-third of the year without having this heavy marketing result in a depression in the price.

The futures markets and their service to the grain producer.—The heavy marketing of grain in the Northwest during the first four months of the crop year would no doubt result in a severe depression in the price during that period if it were not for the system of "future" trading which prevails in the leading grain exchanges. The system of future trading, and that system alone, has made it possible for many years for the grain producers who, either from necessity or desire, marketed their grain shortly after the harvest, to receive on the average as good a price one year with another as the grain producer whose resources permitted him to market his grain in the late spring and summer following the harvest. Much of the agitation against Grain Exchanges is based upon absolute misconception of the facts. Instead of "future" trading having the effect of depressing the price of grain in the fall it has exactly the opposite effect—namely it sustains the price during the heavy crop moving period, and year after year as the following statement shows it maintains the price of grain during the heaviest crop moving period within about five cents a bushel of the average price during the following summer. The general effect of "futures" markets is to prevent abnormally low prices during the heavy crop movement, and abnormally high prices during the period of the lightest crop movement. The 29 years mentioned were on the whole normal years.

The total increases in the price of No. 1 Northern during the 29 years aggregated 199½ cents and of No. 2 Northern 73 63/128; while the total decreases for the same grades of wheat were 76½ and 73 6/128 cents respectively.

ONE NORTHERN. TWO NORTHERN.

Crop Year.	Average Price.			Average Price.		
	Sept.,	May,	Sept.,	May,	Sept.,	May,
	Sept.-	Oct.,	June,	Oct.,	June,	June,
	Aug.	Nov.,	July,	Nov.,	July,	Aug.
1885-1886..	87 5/16	74 1/32	79	70 1/2	72 7/16	72 7/16
1886-1887..	71 5/16	74 1/8	68 15/16	65 31/32	80 1/2	80 1/2
1887-1888..	69 23/32	83 11/64	65 31/32	80 1/2	80 1/2	80 1/2
1888-1889..	108 25/64	89 7/32	103 3/8	83 1/4	80 1/4	80 1/4
1889-1890..	75 47/64	89 13/16	71 59/64	83 13/16	83 13/16	83 13/16
1890-1891..	90 63/64	98 5/32	87	96 1/8	96 1/8	96 1/8
1891-1892..	88 3/8	77 31/64	86 1/8	72 7/8	72 7/8	72 7/8
1892-1893..	68 23/32	58 7/8	63 9/16	57 29/32	57 29/32	57 29/32
1893-1894..	59 19/64	58 3/64	58	57 1/32	57 1/32	57 1/32
1894-1895..	56 21/64	69 13/32	54 31/32	68 13/32	68 13/32	68 13/32
1895-1896..	54 3/16	55 11/16	53 11/16	58 11/16	58 11/16	58 11/16
1896-1897..	71	78 19/64	70 25/64	77 43/64	77 43/64	77 43/64
1897-1898..	90 17/32	102 27/32	89 59/64	100 1/2	100 1/2	100 1/2
1898-1899..	63 19/64	70 33/64	61 5/8	69 13/16	69 13/16	69 13/16
1899-1900..	66 1/16	72 15/16	64 19/32	72	72	72
1900-1901..	74 21/32	68 13/16	73 3/8	67 3/64	67 3/64	67 3/64
1901-1902..	69 27/32	74 31/32	68 27/64	73 13/32	73 13/32	73 13/32
1902-1903..	70 41/64	85 9/32	69 35/64	83 3/4	83 3/4	83 3/4
1903-1904..	82 19/64	99 47/64	78 15/16	98 15/64	98 15/64	98 15/64
1904-1905..	113 1/4	106 55/64	111 3/4	104 9/16	104 9/16	104 9/16
1905-1906..	83 11/16	79 15/16	81 3/32	78 3/8	78 3/8	78 3/8
1906-1907..	77 3/8	99 23/32	75 35/64	97 15/64	97 15/64	97 15/64
1907-1908..	107 5/16	111 1/64	104 45/64	108 41/64	108 41/64	108 41/64
1908-1909..	104 25/64	128 43/64	103 37/64	125 59/64	125 59/64	125 59/64
1909-1910..	104 5/16	113 45/64	102 7/16	111 29/64	111 29/64	111 29/64
1910-1911..	106 29/64	100	102 7/16	97 7/8	97 7/8	97 7/8
1911-1912..	105 9/16	110 1/2	103 13/32	107 27/64	107 27/64	107 27/64
1912-1913..	85 5/64	90 7/16	83 43/64	88 7/16	88 7/16	88 7/16
1913-1914..	85 3/64	92 3/32	82 63/64	90 3/16	90 3/16	90 3/16

Recently there has been considerable adverse legislation enacted by Congress and the State Legislatures affecting grain exchanges, and especially future trading. The effect of this legislation has been to injure these futures markets and to that extent to impair their efficiency. Those who have favored this legislation have labored under the false impression that the price of grain was depressed during harvest time, and that the grain producer who was compelled to sell his grain shortly after harvest was also compelled to sacrifice it in the matter of price.

During the 29 years mentioned future trad-

ing was carried on freely in the leading grain exchanges of this country. The actual effect of this future trading upon prices is a matter of record. That record shows that the actual effect of future trading upon the price of wheat in the Northwest during the 29 years mentioned was on the average to maintain the price of wheat during the heaviest crop moving period within 5 cents a bushel of the price of wheat during the period of the lightest crop movement following. The effect of future trading during the 29 years mentioned was to enable the Northwestern wheat producer to market his wheat immediately after the harvest during all the 29 years mentioned, and at the same time to receive on the average in every respect as good a price as if he had marketed his wheat each year during the period of the lightest crop movement.

More Weevil Infestation than Usual.

Wheat reaching the markets now has more weevil infestation than usual, writes Chas. B. Riley, sec'y of the Indiana Grain Dealers Ass'n in his bulletin of Nov. 8.

"All grain dealers know how objectionable weevily wheat is to buyers, especially this time of the year when millers are the principal buyers. If you have such wheat or possibly as a precautionary measure, you should run all you have, blow it well and prevent further activities and damage from the insect.

"Another insect infestation of grain, especially corn and some wheat, has been reported in certain parts of this State, as well as in adjoining States, that is a little *gray moth* known as the '*Angoumois Moth*.' Upon unloading cars of corn, millions of these little moths have been found flying and the grains of corn or wheat are injured by their boring into them.

"The moth lays the egg on the skin of the grain and it hatches into a little worm which immediately bores down into the grain and finally is transformed into a moth which flies out and lays other eggs on the grains and thus the pest is perpetuated and some corn has been so badly injured thereby that it was practically worthless."

Floating Elevator at Albany.

The continued congestion of transportation facilities for grain to the seaboard resulted in an innovation being established at Albany, N. Y., recently in the way of a floating elevator. This elevator will not materially expedite the movement of grain through the Barge Canal from Buffalo to New York harbor, but by turning its canal fleets at Albany the time ordinarily consumed in movement from Albany to New York and return (an average of 6 or 7 days) is saved and this permits more frequent trips by any given fleet between Buffalo and Albany and, consequently, the eastbound movement by the Inland Marine Corporation of a greater quantity (probably 400,000 to 500,000 bushels) of grain before the close of navigation than would otherwise be possible.

This is reported to be the first time in nearly 40 years that a floating grain elevator has been operated in the Hudson River at Albany. In operating, the barges used in the canal are brought alongside the floating elevator, with the larger or harbor type barge on the opposite side of the elevator and the transfer of grain from the smaller barge to the larger barges is made at the rate of 5,000 bushels per hour.

The canal boats of the Inland Marine Corporation generally contain about 11,000 bushels of wheat or its weight equivalent of other grains while the river barges into which the grain is transhipped at Albany each hold about three times this amount. Generally a canal barge transports only one kind and grade of grain in its cargo and this usually applies to the boats comprising each fleet (5 consort and one steamer), and so far in the operation of the Albany floating elevator, no kinds or grades of grain have been forwarded in the river boats in mixed lots. In loading ocean vessels at the port of New York the identity and grades of grain are preserved by the use of a separating cloth between the various grades, but this practice has not been found necessary as yet in the handling of canal grains.

The floating elevator at Albany is named "Transfer" and is owned by the International Elevator Company, New York City. It is a

vessel 125 ft. long overall, 32 ft. beam and draws 11 ft. of water. The elevator tower is 85 ft. high and the elevating leg is 50 ft. long being lifted or lowered by a friction gear. The leg has a lift of about 20 ft. and is one of the smallest of the 12 floating elevators owned by the company.

A crew of 14 men is necessary when the elevator is in operation. This consists of a superintendent, engineer, captain, weigher and four deckhands with seven grain shovellers. The elevator with an additional crew could be run continuously but at the present time this is not required at Albany. The elevator here is run with only one crew so as to handle the canal fleets as fast as they arrive. Operations are continued into the night if it is necessary to complete the unloading of canal boats within a specified time. In operation the grain is elevated through the elevating leg which is dropped into the grain in the canal boat. From the elevator head the grain drops into a hopper and by gravity into a scale in the elevator tower where it is weighed in 100 bushel drafts. The grain then drops into a hopper and is fed into a ship loft belt which again lifts the grain within the elevator tower up to a point where it is fed into two conveyor pipes which distribute the grain by gravity into various sections of the river boat.

The following comparison of the grain moved from Buffalo to New York during the present season up to and including Oct. 28th, with the corresponding period of the season of 1921, shows the large increase in the movement of grain through the New York State canals this year:

	1921.	1922.
Wheat, bus.	5,594,100	6,573,167
Corn, bus.	1,363,000	2,467,929
Oats, bus.	1,940,063	939,250
Rye, bus.	92,893	2,380,500
Barley, bus.	1,507,083	1,522,458
Total	10,497,139	13,883,304
		10,497,139
1922 gain		3,386,139

Program of American Corn Millers Federation.

The American Corn Millers Federation will hold its annual meeting at the Congress Hotel, Chicago, Ill., Dec. 4 and 5.

At 9:30 a. m. Dec. 4, the first session will be called to order, followed by president's address, secretary's report, treasurer's report, report of com'tes, and appointment of nominating com'te to fill offices of president, two vice-presidents and 17 directors.

In the afternoon an executive session will be held.

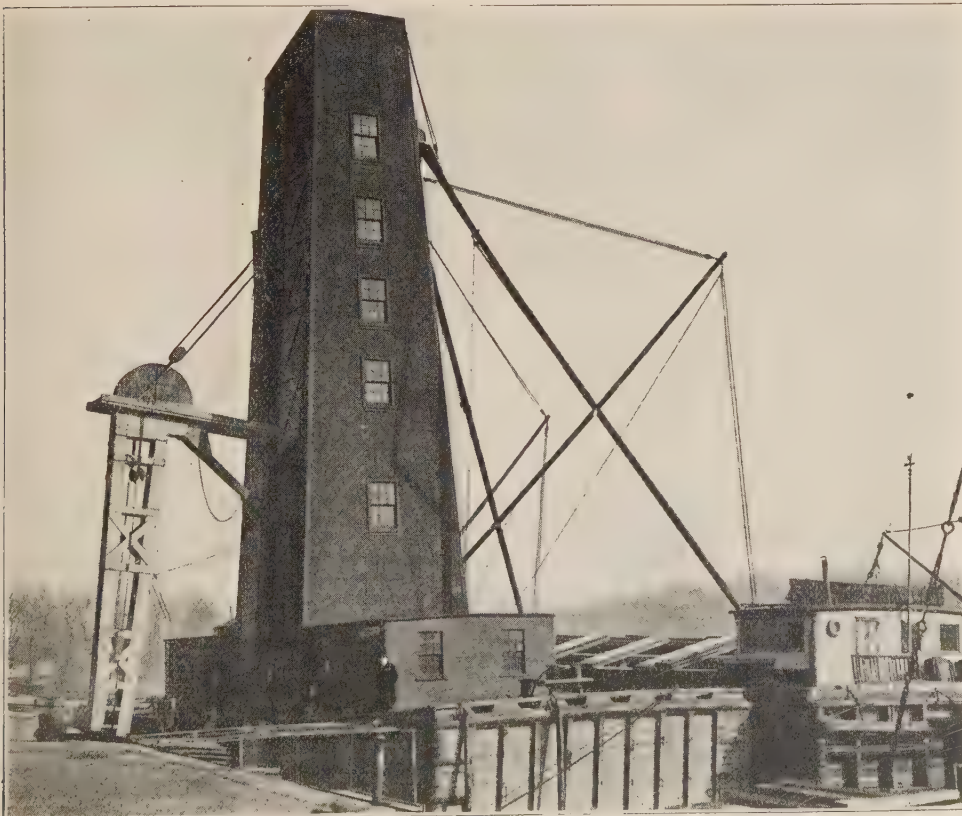
At 6:00 p. m. an informal dinner will be given.

Dec. 5, election of officers will be held, followed by meeting of board of directors. T. B. Andrews will address the convention on "Confidence and Co-operation"; L. R. Bowman will lead a discussion on "Cost of Manufacturing Corn Goods", and the "General Business Outlook as Applied to Corn Milling" will be the subject of J. W. Morrison's address. Any other topics brot up will be discussed before adjournment.

Railroads have made a rate of a fare and one-third to delegates from all points in the central territory and a fare of one and one-half from points in Ohio, Michigan, eastern Illinois and Indiana, including Louisville, Ky.

The Largest Car of Oats.

According to the weightmaster's records, Santa Fe car 64303 contained oats, testing 31 lbs. per bushel, weighed 129,090 lbs. or 4,034.02 bushels at McKenna & Dickey Elevator Nov. 21st. This is the largest car of oats ever unloaded in Chicago. It was handled by Lamson Bros. & Co. and was shipped by A. J. Froning & Son, Webster City, Ia.



Floating Elevator Transferring Grain from Canal Boats to River Barges at Albany, N. Y.

Country Elevator Accounting

Supplementary Records

By C. A. Lovell

Every business man has need for such primary elements in his accounting system as the ledger, the cash book, and the journal, or combination cash-journal, but the grain dealer probably finds a greater need for supplementary records than do men in most other lines of endeavor; and the nature of his transactions are such that he can make these accessories of great importance and value in keeping in close touch with his business. It is not meant that the grain dealer is in position to discard the ledger and its co-related books, and indeed the imperative necessity of proper primary records cannot be too much stressed, but he should make use of the supplementary records to enlarge the fact giving capacity of the system as a whole.

One of the facts always brought out by accountants who come in contact with country elevator bookkeeping methods is that there is a woeful lack of proper journal and ledger records, but this has become rather an old story and one is almost forced to the opinion that most grain dealers have about all the journal and ledger they want.

In recent years there has been a decided tendency on the part of co-operative elevators toward the adoption of more elaborate bookkeeping systems, chiefly because of the employment of professional auditors to check up the records of these companies. The independent dealer has not followed this practice to the same extent and his accounting methods have remained more or less as they were. This tendency on the part of the farmers companies is not to be commended altogether, as the professional accountant is all too prone to make his systems so intricate and so elaborate that in the hands of the average elevator manager, with his multitude of other duties, they become top heavy and fall of their own weight. There are few things so utterly incomprehensible as a fancy bookkeeping system that has become badly mixed and muddled, and about the only way to make anything out of it is to start all over again and build from the ground up.

The supplementary records will give the most information when they are properly related to the remainder of the system, and for this reason no blanket recommendations can be made except in so far as they bear upon the broad principles that are always involved in all businesses of similar nature. Those accessories which the country shipper must have if he expects to keep account of his transactions in a thoro and efficient manner include confirmations of sale and purchase, car records, invoices, scale books, records of loading weights, records of claims filed against the railroads, and records of cars ordered for grain loading. There will be others in individual cases, but these are always applicable and needful.

Confirmations come first in importance, and as they are the most essential they are also the most neglected of the country shipper's supplementary records. The percentage of country elevator operators who make written confirmation of their sales and purchases is very small indeed, and probably it would not be far from correct to say that many make no record of these transactions except by filing the confirmation received from the other party to each trade. I know of one farmers elevator manager who, in 1919, proceeded in exactly that manner, making no notation in his own office to serve as his record of a sale. He just waited until the buyer's confirmation arrived, then put it in a certain drawer of his desk until the car was loaded. His thought was that he could always learn what grain he owed by looking at the confirmations; but one

letter addressed to him went astray in the mails, and a long time afterward he was forced to ship a car of grain that he had forgotten about selling. The market had advanced materially during the interval and in the grain man's manner of figuring such matters he lost enough money to install and to operate a dozen confirmation systems.

It is not necessary that a confirmation be a document bearing all the ear marks of a legal paper. It will serve its purpose fully as well if it is of the simplest form, but it must set forth in definite manner the facts which the dealer had in mind when he made the trade. One copy should be sent to the other party to the contract, and another should be retained in the files as the first link in the chain of records about every sale.

The manner of filing this office copy of the confirmation may vary but any system once adopted should be rigidly adhered to, and in all portions of the accounting system there should be some means of cross reference to enable one to know just which contract is concerned in the handling of any car. Undoubtedly the easiest means of accomplishing the desired end is to number confirmations in consecutive order and then to note the contract number on all papers relating to a given shipment. It is only necessary then to have the confirmations arranged so that the one bearing a certain number can be located readily to make it possible to match the papers for any car.

The shipper is likely to consider that when a contract has been filled and account sales on each car are received he has little further use for the papers, but it frequently happens that some question will arise months or years afterward which can only be answered by a study of the original documents. It is for this reason that the filing system should be flexible and comprehensive so that the lapse of time will not render it ineffective, and it should always be remembered that the writing and sending of the confirmation is of first importance because it is obvious that a confirmation never written will be of no help thereafter.

Car Records form a link in the accounting chain that joins immediately with the confirmations, and they should be complete in their information about each shipment. Their plan and arrangement must be one that will make it easy to locate a car when the need arises, for the car book in which entries are made in a haphazard manner presents a problem much like that of looking for the proverbial needle in the hay stack and many times the occupation is little more productive of good results.

One method of arranging the car book is to give to each customer a page, indexing the whole so that quick location is possible. Another method is to list the cars in the order in which they are handled, giving no particular attention to whom they may be sold or from whom purchased. In either case, there should be some means of indexing the cars according to their numbers, and this is especially necessary if the business be of considerable volume.

The index which gives the best results is a book with pages ruled into vertical columns and having separate pages for car numbers ending in each of the ten numerals. The designation may be by serial number or by page and line, the only object being to limit to one location the place where that car is to be found. The use of such an index will save many valuable hours each year in tracing entries that otherwise could only be found by careful and tedious search.

The data needed in the car record itself in-

cludes the following: Car number and initial; date of sale (or purchase); loading weight and grade; kind of grain; price; amount of draft; destination weights and grades; point of origin and point of destination; whom sold to (or purchased from); freight and other charges; and net proceeds. Other factors may be added if desired, but these are the essentials which may not be safely omitted. The car record should be so complete in itself that every pertinent fact about a shipment can be gleaned from it if all other records and papers are lost or destroyed.

The **Invoice** or shipping notice is another supplementary record that the average shipper underestimates or wholly neglects. He should consider it an imperative duty to himself, his business and his customer to forward an invoice covering each car to the consignee, and to give thereon all available information about the shipment. How, otherwise, can he expect the buyer to know whether the grade equals the shipper's expectations or whether a mysterious shortage demands careful investigation to learn its cause?

Yet it is safe to say that more than half the cars of grain move from initial points of origin without any advice going to the receiver, who usually gets his first information about the shipment when the draft and bill of lading is presented. Every receiver of grain can cite numerous examples of costly delay and misunderstanding that might easily have been avoided if the shipper had only mailed a notice that the car had been forwarded. There is plenty of reason to support the suggestion that handlers of grain refuse absolutely to pay a draft until the shipper's invoice is in their hands.

Scale Books of one form or another are practically indispensable in the country elevator office and they are almost never absent. This does not mean that full use is always made of them, but as they generally provide an accurate and understandable record of purchases from farmers they are generally satisfactory. They should give the name of the person from whom the grain is received, the name of the driver or other party making the actual delivery of each load, the kind of grain and its weight and grade, and the price, and the name or signature of the one who does the grading and weighing. None of these facts should be omitted, whether the book be of the ticket form or one that is bound as an ordinary blank book.

From this scale book will be taken the data that goes to make up the dealer's record of the amount of grain he buys and its cost, and as the source of original entry it must be carefully kept and safeguarded against error and tampering at every step. In one sense it is even more important than the ledger, because whatever goes into the scale book will ultimately find its way into the ledger itself, and if it is wrong at the beginning it cannot be otherwise than wrong at the end.

Records of Loading Weights, in the sense in which they will be considered here, relate more especially to the original notations made while each car is being loaded. In the elevator which is fitted with a track scale, hopper scale or automatic scale having a type registering device this notation will be made upon a ticket provided for that purpose and arranged to be imprinted with the figures on the weighing mechanism. This is the ideal method, as it removes as much as possible the human element and yields evidence obtained from a mechanical, and thus disinterested, source. In the case of the automatic scale it is also necessary to copy the starting and stopping numbers from the counter, and because of the railroads' antipathy to the principle of the automatic scale this copying of numbers must be done most carefully and by one who is fully informed of the importance of the work. Moreover, automatic scale numbers should be recorded in a continuous and unbroken record from the time the scale is first installed to the date when it is finally replaced by a new

one. When a number is used in testing the scale, or when one is otherwise wasted, the record should recite the fact positively and definitely, in order that there may never be any cause to wonder why the scale was dumped each and every time. Punched tickets should be filed so that any one of them may be readily available.

For all scales that are not provided with a type registering device some means of entering weights should be provided so that each draft taken will show clearly in its turn. A bound book, safely kept, is preferable for this purpose, and entries should be made so that a clear record is created. The shipper who is in position to show a complete record of all his loading weights will find the railroad claim agents will look with much more favor upon his claims.

The Record of Claims filed against railroads will be of practical benefit only to the claimant, but if it is a good record and properly kept it will serve to make him more efficient in the handling of the claims, and thus will enable him to collect many claims that might otherwise be forgotten or permitted to expire. The most convenient claim record is that which takes the nature of a bound book of claim blanks, the claim itself being written upon original sheets intended for that purpose and a carbon copy being retained in the book for reference and follow up purposes. Each claim should be given a number, and if this is done it will never be difficult to locate the record when it is needed for any reason.

Not long ago there was considerable excitement in the grain trade because some claim agents were refusing to recognize claims not made out upon the uniform blanks approved by the carriers, but this appears to have passed over. In any case, the piece of paper upon which a claim is written is of no consequence in itself, and no claim agent would be justified in refusing to handle a claim even if it came to him written with a chisel upon a slab of stone. The claim is the important feature, and

not the paper or other material upon which it is recorded.

The shipper who uses loose sheets for making his claims should file them in the order of their numbers, maintaining two such files, one for claims still pending and another for those which have been paid, cancelled or otherwise closed. The pending file should be investigated occasionally so that letters of inquiry may be written about those which the claim departments seem to have overlooked in their frenzied pursuit of "unnatural shrinkage," "clear records," and other similar subterfuges for retaining money that once comes into the hands of the carriers.

Another point which the shipper should bear in mind when he files a claim is that properly authenticated copies of most papers will support his position as well as the originals themselves, and that when he retains the originals and sends copies he is safe against the claim agent's statement that the papers are missing. Also, if it becomes necessary to sue on a claim he will have the original papers to support his case in court.

A "Cars Ordered" record will usually be of little value to the country elevator operator, because in most cases he will find that the cars are furnished, or they are not furnished, and that is about all there is to the matter. Under circumstances like those of the present, it will generally appear that cars are NOT furnished. Once in a while, however, there will arise some condition which will make the record of cars ordered a most valuable supplement to the grain dealer's bookkeeping system, and since this can only be had by keeping it carefully as day follows day, it will always be found worth its cost in money and effort.

All that is needed for the purpose is a bound pad of car order blanks in original and duplicate. When cars are desired one of these blanks should be filled out and taken to the railroad agent, his receipt for it being obtained in the proper space. Thereafter, each car furnished should be entered in the proper

duplicate that remains in the book, and the whole will provide a chain of evidence that will be found quite helpful if a controversy about cars ordered and furnished arises between the shipper and the carrier. Some grain dealers go so far as to make out a written order even when the car wanted is already standing at the elevator ready for loading, and this is a commendable practice because it keeps the record unbroken thruout any period that may be under consideration.

NELLIE, a fox terrier at Fort William, Ont., will take no more rides on a conveyor belt in the Consolidated elevator at that point. While wandering thru the plant the dog stepped on the belt, was carried to the end, shot into 55 feet of space and then down thru a spout into the hold of the Harry Yates, which was loading the grain. One of the workmen, near the spout, quickly grabbed the dog as she came out and when carried up to the deck, she merely shook herself and walked away, none the worse for the perilous trip.

Kanota—A Red Rust Proof Oat.

Kanota oats were first introduced into Kansas in 1916 and were grown at the Kansas Agricultural Experiment Station. S. C. Salmon and J. H. Parker in their report upon its growing qualities state that the average yield for four years has been 47.1 bus. per acre, which is 10.9 bus. more than Red Texas, the variety previously regarded as the best available oat.

In field plot tests, Kanota produced grain of better quality than other varieties as regards weight. The average test weight was 5 lbs. higher than Red Texas, 3 lbs. higher than Burt and 8.1 lbs. higher than the most productive Kherson; the average weight for the four years was 33.7 lbs. per bus.

The straw has been found to be slightly shorter than in other varieties, but there seems no reason to fear that the straw will be too short to bind and where lodging is likely to occur the short characteristic may be advantageous.

Observations have shown that Kanota is more resistant to late spring frosts than Kherson and equal in that respect to Red Texas.

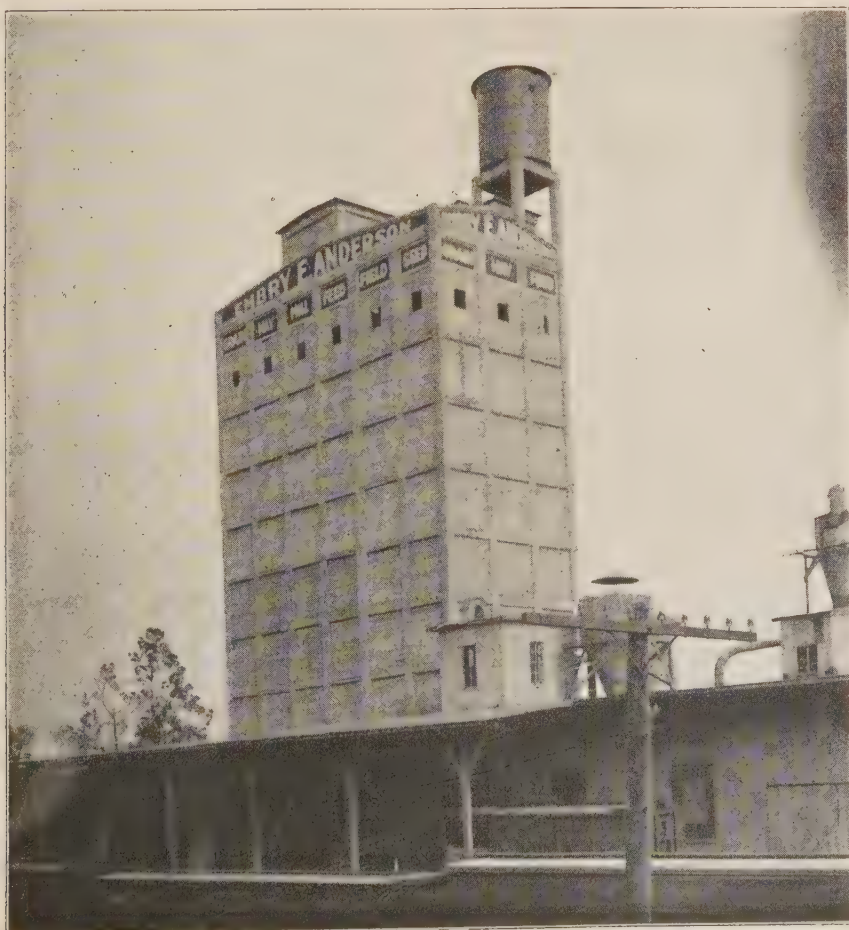
About 8,000 bus. of the pure seed was available for sowing purposes in the spring of 1922.

Anderson's Elevator at Memphis.

For years Memphis has enjoyed the excellent business as a distributor of grain, hay and mill feed. The city's splendid facilities for rail and water transportation have given it a real advantage in meeting the feedstuff needs of the consuming sections of the Southeast. Hence it is but natural that the city should prove a good market for grain. One of the newest of the city's grain handling and feed grinding plants is operated by Embry E. Anderson. It is a large reinforced concrete elevator, 50x40x112 ft. high and contains 24 bins giving it a storage capacity for bulk grain of approximately 80,000 bushels. Recently Mr. Anderson installed a 120 ton Fairbanks Track Scale and a bleaching tower.

The elevator proper contains 23 bins, 4 legs, 2 being so arranged as to take small grain from the receiving pit and one large leg for receiving ear corn. A large warehouse adjoining gives a large storage capacity for baled hay and sacked grain. In fact the plant has a track frontage of 300 feet. It is located on a belt line which gives it free switching to the L. C. R. R., Frisco, L. & N., and the L. C. & St. N. R. R.'s.

The elevator contains a manlift, a Richardson Automatic Sacking Scale, a shuck sheller, a chop mill and a drier. The plant is operated by steam power and has an oil engine in reserve in case of an emergency.



Embry E. Anderson's Concrete Elevator at Memphis, Tenn.

United States Grades for Rye.

The following grades for the grading and marketing of rye are recommended by the Bureau of Agricultural Economics of the United States Department of Agriculture.

The grades here recommended are the result of extensive investigations relating to the various phases of the rye industry, including production, conducted by the Department of Agriculture, and of suggestions received from grain dealers and grain inspectors who have a knowledge of this grain.

These grades are not fixed and established under the United States grain standards act at this time, but it is hoped that they will be adopted by all agencies engaged in the handling of rye. It is believed that with the voluntary and general support of all interested parties these grades will provide a basis of uniform grading, and will assist materially in the marketing of rye.

UNITED STATES GRADES FOR RYE.

For the purposes of the United States grades for rye:

Section 1. Rye.—Rye shall be any grain which consists of 50 per cent or more of rye, and when free from dockage contains not more than 10 per cent of cereal grain of a kind or kinds other than rye.

Sec. 2. Basis of determinations.—Each determination of dockage, moisture, temperature, odor, onions, garlic, and live weevils or other insects injurious to stored grain shall be upon the basis of the grain including dockage. All other determinations shall be upon the basis of the grain when free from dockage.

Sec. 3. Percentages.—Percentages, except in the case of moisture, shall be percentages ascertained by weight.

Sec. 4. Percentage of moisture.—Percentage of moisture in rye shall be that ascertained by the moisture tester and the method of use thereof described in Circular 72, and supplement thereto, issued by the United States Department of Agriculture, Bureau of Plant Industry, or as determined by any device and method giving equivalent results.

Sec. 5. Test weight per bushel.—Test weight per bushel shall be the weight per Winchester bushel as determined by the testing apparatus and the method of use thereof described in Bulletin No. 472, dated October 30, 1916, issued by the United States Department of Agriculture, or as determined by any device and method giving equivalent results.

Sec. 6. Damaged kernels.—Damaged kernels shall be all grains and pieces of grains of rye which are heat damaged, sprouted, frosted, badly ground damaged, badly weather damaged, or otherwise distinctly damaged.

Sec. 7. Heat-damaged kernels.—Heat-damaged kernels shall be kernels and pieces of kernels of rye and other grains which have been distinctly discolored by external heat or as a result of heating caused by fermentation.

Sec. 8. Dockage.—Dockage includes sand, dirt, weed seeds, weed stems, chaff, straw, grain other than rye, and any other foreign material, which can be removed readily from the rye by the use of appropriate sieves, cleaning devices, or other practical means suited to separate the foreign material present; also undeveloped, shriveled and small pieces of rye kernels which are removed in properly separating the foreign material, and which can not be recovered by properly rescreening or recleaning.

The quantity of dockage shall be calculated in terms of percentage based on the total weight

of the grain including the dockage. The percentage of dockage so calculated, when equal to 1 per cent or more, shall be stated in terms of whole per cent, and when less than 1 per cent shall not be stated. A fraction of a per cent shall be disregarded. The percentage of dockage, so determined and stated, shall be added to the grade designation.

Sec. 9. Foreign material other than dockage.—Foreign material other than dockage shall include all matter other than rye, which is not separated from the rye in the proper determination of dockage.

Sec. 10. Garlicky rye.—Garlicky rye shall be all rye which has an unmistakable odor of garlic or wild onions or which contains garlic or wild onion bulblets in a quantity equal to one or more bulblets in 1,000 grams of rye.

Garlicky rye shall be graded and designated according to the grade requirements of the grades applicable to such rye if it were not garlicky, and there shall be added to, and made a part of, the grade designation the word "garlicky."

Sec. 11. Weevily rye.—Weevily rye shall be all rye which is infested with live weevils or other insects injurious to stored grain.

Weevily rye shall be graded and designated according to the grade requirements of the grades applicable to such rye if it were not weevily, and there shall be added to, and made a part of, the grade designation the word "weevily."

Sec. 12. Ergoty rye.—Ergoty rye shall be all rye which, after the removal of dockage, contains ergot in excess of 0.3 per cent.

Ergoty rye shall be graded and designated according to the grade requirements of the grades applicable to such rye if it were not ergoty, and there shall be added to, and made a part of, the grade designation the word "ergoty."

Sec. 13. Smutty rye.—Smutty rye shall be any rye which has an unmistakable odor of smut, or which contains spores, balls, or portions of balls, of smut, in excess of a quantity equal to two balls of average size in 50 grams of rye.

Smutty rye shall be graded and designated according to the grade requirements of the grades applicable to such rye if it were not smutty, and there shall be added to, and made a part of, the grade designation the word "smutty."

GRADES.

Sec. 14. All rye shall be graded and designated No. 1, No. 2, No. 3, No. 4, or Sample Grade, as the case may be, according to the respective requirement thereof as specified in these grades.

Number 1—

- (a) shall be cool and of natural odor.
- (b) shall have a test weight per bushel of at least 56 pounds.
- (c) may contain not more than 13½ per cent of moisture.
- (d) may contain not more than 2 per cent of damaged kernels, which 2 per cent may include not more than 0.1 per cent of heat-damaged rye and other grains, and
- (e) may contain not more than 3 per cent of foreign material other than dockage, which 3 per cent may include not more than 1 per cent of foreign matter other than wheat.

Number 2—

- (a) shall be cool and of natural odor.
- (b) shall have a test weight per bushel of at least 54 pounds.
- (c) may contain not more than 14½ per cent of moisture.
- (d) may contain not more than 4 per cent of damaged kernels; which 4 per cent may include not more than 0.2 per cent of heat-damaged rye and other grains, and

- (e) may contain not more than 6 per cent of foreign material other than dockage, which 6 per cent may include not more than 3 per cent of matter other than wheat.

Number 3—

- (a) shall be cool and of natural odor.
- (b) shall have a test weight per bushel of at least 52 pounds.
- (c) may contain not more than 15½ per cent of moisture.
- (d) may contain not more than 7 per cent of damaged kernels, which 7 per cent may include not more than 0.5 per cent of heat-damaged rye and other grains, and
- (e) may contain not more than 10 per cent of foreign material other than dockage, which 10 per cent may include not more than 5 per cent of matter other than wheat.

Number 4—

- (a) shall be cool and may be musty or sour.
- (b) shall have a test weight per bushel of at least 49 pounds.
- (c) may contain not more than 16½ per cent of moisture.
- (d) may contain not more than 15 per cent of damaged kernels, which 15 per cent may include not more than 3 per cent of heat-damaged rye and other grains, and
- (e) may contain not more than 10 per cent of foreign matter other than dockage, which 10 per cent may include not more than 7 per cent of matter other than wheat.

Sample Grade—

Sample Grade rye shall be all rye which does not come within any of the grades from Nos. 1 to 4, inclusive, or which has any commercially objectionable foreign odor except of smut, garlic, or wild onions, or is heating, hot, or otherwise of distinctly low quality, or contains small, inseparable stones or cinders.

Breaking Down the Constitution.

America's drift from the constitution is "the most sinister cloud on the political horizon," L. L. Winters, Chicago economist and writer, declared in an address before several hundred business men at Toledo on Nov. 3rd.

"Our forefathers bequeathed to us the most wonderful governmental document ever devised, but we drilled into the constitution with a charge of dynamite by the amendment providing for popular election of senators. Now it is proposed that we light the fuse with an amendment stripping the supreme court of its power."

Mr. Winters, who is a director of the Chicago Board of Trade, outlined a proposed amendment to the constitution offered by Senator LaFollette of Wisconsin which he said would take from the high court the power to review or annul legislative enactments.

"Such an amendment would utterly destroy our constitutional form of government. The executive council of the Federation of Labor immediately asked for public support for this amendment. A few weeks later Senator LaFollette was renominated by 200,000 majority. Had he not known that there were millions of citizens in this country who favored such an amendment, Senator LaFollette never would have dared to make the proposal.

"Our government was the first since the beginning of the world to recognize that the individual was endowed with certain inalienable rights, rights which under the constitution are above the government. It is a fact that our government has at times attempted to confiscate the property of individuals without due process of law and without just compensation. Our government has attempted to deprive men of their liberties, and sentence men to death, contrary to the constitution. But in each case the supreme court has stepped in and ended the invasion.

"The supreme court is the only safeguard of our lives, liberty and property. Destroy its power and a tyrannical majority could at will pass legislation which would destroy the rights of a helpless minority."

Mr. Winters also assailed the tendency toward class laws through the operation of legislative blocs, and pointed to the Grain Future Act as an example of this type of legislation.

CHICAGO, ILL.—The Armour Grain Co. purchased from the receiver of the Cleveland Macaroni Co., the rights to the "Golden Age" brand of macaroni with other brands and the plant, and will add them to the plants already operated.

Grade.	Condition.	Minimum test weight per bushel.	Maximum limits of—					
			Moisture.	Damaged kernels.		Foreign material other than dockage.		
				Total.	Heat damaged (rye and other grains).	Total.	Foreign matter other than wheat.	
		Pounds.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	
1	Shall be cool and of natural odor...	56	13.5	2	0.1	3	1	
2	Shall be cool and of natural odor...	54	14.5	4	.2	6	3	
3	Shall be cool and of natural odor...	52	15.5	7	5	10	5	
4	Shall be cool and may be musty or sour.....	49	16.5	15	3.0	10	7	

SAMPLE GRADE.—Sample grade rye shall be all rye which does not come within any of the grades from Nos. 1 to 4, inclusive, or which has any commercially objectionable foreign odor except of smut, garlic or wild onions, or is heating, hot or otherwise of distinctly low quality, or contains small inseparable stone or cinders.

The New Elevator at Great Bend, Kan.

Located in the heart of the wheat country where grain growing promises to continue forever the leading farm activity the Walnut Creek Milling Co. wisely chose concrete for permanence in the construction of its new elevator at Great Bend, where the Arkansas River makes its reach to the North almost in the center of Kansas, our premier wheat state.

On the front cover page of this number of the Journal are given both a side view of the new elevator and an end view of the mill.

The bin plan, reproduced herewith, shows the arrangement of the head house with reference to the tanks, 8 of the 10 built being shown, and 16 allowed for in the plan. The 6 additional tanks will probably be built at a later date when conditions warrant.

The head house is 28x32 ft., 113 ft. high and the storage tank annex is 37x157 ft., 90 ft. high. The tanks are 17 ft. outside diameter and 16 ft. inside and hold 12,000 bus. each. The total capacity is 225,000 bus.

The bins range in size from a small screenings bin in the head house, holding 444 bus., to 12,000 bus., and are 39 in number, many of them being of the single carload size, which permits the handling of grain of various grades and conditions. All bins in the head house are overhead and are used chiefly to supply grain to the No. 411 Eureka Compound Elevator Separator and the No. 975 Eureka Combined Corn and Small Grain Cleaner on the first floor. Three of these bins, however, are spouted to the dump house to take care of the local grain trade.

A milling bin has been superimposed in the upper part of one of the circular tanks. This bin is large enough to hold grain for one day's mill run. The grain is drawn from this bin through a trussed well casing into a 3-bu. Richardson Automatic Scale located in a small concrete building just outside the mill headhouse. From here the grain is taken into the mill as required. It will be noticed that this enables the miller to keep an exact account of the grain coming into his department.

The handling capacity is about 30 cars of grain per day received and shipped, altho the plant is designed and equipped for milling purposes and is not intended for terminal use.

Cars are weighed on a track scale installed on a reinforced concrete foundation and protected by a long concrete track shed. A combination auto truck and wagon dump is housed in a concrete building adjacent to the headhouse. The grain is elevated by 4 legs, one having a capacity of 1,500 bus. and the others 4,000 bus. each. The bins in the storage annex are filled and emptied by means of 14-in. screw conveyors, the headhouse bins being filled by steel trolley spouts.

The dust from the cleaners is trunked to metal dust collectors located in a ventilated concreted dusthouse. All screenings are elevated and sacked or placed in bins.

All the machinery equipment is electrically driven by 10 individual motors. All leg casings and spouting are of heavy steel. The equipment includes a car puller of 10-car capacity, Clark Double Power Shovels, em-

ployes' continuous belt elevator, and Willford Feeders. The machinery equipment, conveyors and dust collectors were furnished by J. B. Ehrsam & Sons Mfg. Co., while the design and construction was by the Jones-Hettelsater Construction Co.

Liability of Railroad for Failure to Furnish Cars.

By Owen L. Coon.

In an article appearing in Nov. 10th Journal I pointed out that railroads are liable for all loss caused a shipper through failure to furnish cars even in times of car shortage, provided discrimination in the distribution of such cars can be shown. I also pointed out that grain cars in times of car shortage are to be distributed on the basis of the grain on hand in the elevator or "convenient for prompt loading," the shipper having the largest amount of grain on hand, receiving the largest number of cars. In other words, the shipper with 20,000 bushels of grain on hand should receive twice as many cars as the shipper with only 10,000 bushels of grain on hand. Lastly, it was pointed out that if these rules as to car distribution are not complied with, then discrimination exists and a claim for loss arising through failure to furnish cars becomes good. To enforce this undoubted liability of the carrier under the above rule, in general, to effect a recovery discrimination must be shown. To prove the discrimination, it must be shown that one of two things has existed:

No. 1: That other shippers tendered more grain than they had on hand and "convenient for prompt loading," which tenders the railroad accepted and acted upon in the distribution of cars; or that (No. 2), admitting the amount of grain tendered by other shippers was correct, they received more cars than they should have received on the basis of grain they actually tendered as compared with the grain you tendered.

If your contention is that the first situation outlined above exists, namely, that the railroad accepted wrong tenders as to the amount of grain on hand from other shippers and acted in the distribution of cars on such tenders, then you must prove the amount of grain that should have been tendered by the preferred shipper. If you know that the elevators of the preferred shippers were full to the roof, you can easily ascertain, especially by the use of experts, the approximate capacity of each house and know the amount of grain that should have been tendered as compared with the amount that actually was tendered.

In times of car shortage, most elevators are full to the roof and this capacity of the elevator, therefore, should approximate in many cases the actual number of bushels of grain that should have been tendered each week. If, however, the elevators receiving preferred attention were not full to capacity, then you must by an inspection of the bins of the preferred shipper, either yourself or by a party who will act as a witness in your behalf, and by watching the approximate in take and outgo, be able to prove that the amount of grain tendered by the shipper and accepted by the railroad was

incorrect. All the records of the preferred shipper can be brought into court to prove your contention later if it is desired.

If it is the second situation outlined, namely, that the tenders made by all would-be shippers were correct, but that even on such a basis certain individuals received a larger number of cars than they should have received, then you have only to compel the railroad to produce in court its books and records showing the tenders of grain by all shippers and the number of cars each received on such tenders as compared with the number you received. In other words, you can make the railroad prove up the case for you.

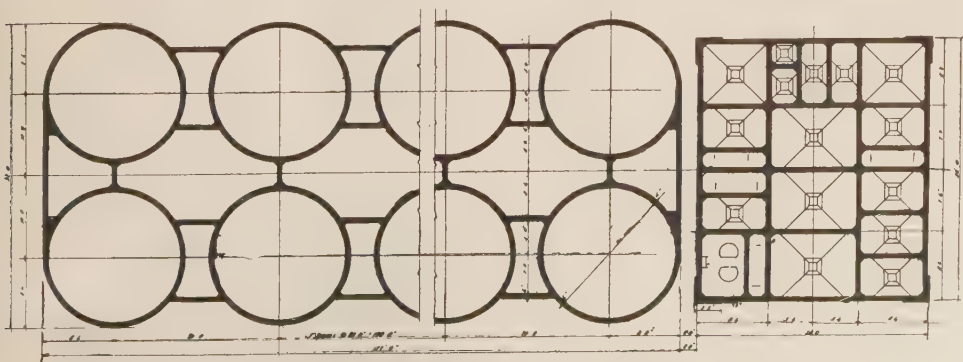
Remember that the discrimination claimed may be between yourself and other shippers at the same station, or it may be between all or any number of shippers at one station as compared with all or any number of shippers at stations adjacent. It is wise to make a chart recording the facts supporting the discrimination. On the chart, show in different successive columns, (1). The number of cars you received each week during the period of discrimination; (2). The number of cars received by the preferred shipper each week during the same period; (3). The amount of grain actually tendered by you each week; (4). The amount of grain that should have been tendered by the preferred shipper each week; (5). The number of additional cars you should have received each week on the basis of grain tendered by you and by the preferred shipper. If several shippers have been preferred over you, such a chart should be drawn up, showing the comparison between yourself and each preferred shipper.

When these charts are completed, you will have a definite record of facts to support your contention that additional cars should have been allotted to you and when you should have received them.

You must then ascertain the definite amount of the loss you have sustained. You can easily ascertain from the chart above mentioned when you should have received a car, and approximately when it should have arrived at destination. The price at which the grain should have sold had the cars been furnished without discrimination can then be easily ascertained. The difference between this price and the price actually received for the grain when it was shipped out and cars eventually furnished, is, of course, the amount of your loss. To this should be added the additional interest on the money that has been lost through having it tied up in the grain for a longer period of time, together with any additional profits that might have been made through the handling of more business if you had received your proper share of cars.

The facts in support of the discrimination claimed and the facts showing the amount of your loss should be filed in proper form as a claim with the freight claim agent of the railroad on which you are located. This should be done as soon as possible. Duplicates of the papers filed should be retained by you.

Your claim in the first instance will be declined by the carrier. Suit will be necessary to effect a recovery. Suit should be started, in fact, a few days after your claim is filed. It is useless to expect such claims will be compromised or settled without the institution of suit. Trial of the suit will be necessary in many cases. The assistance of an attorney is essential to the successful handling of such a claim. You will find an attorney in the same county you are located in of far more assistance to you in the handling of such a claim than any of the attorneys at the various terminal markets making a specialty of handling shortage and delay claims. To handle a claim of this character requires work, thoro investigation and careful assembling of the facts above outlined, but the liability of the carrier exists as indicated, and can be enforced. When you win, the stakes are high.



Bin Plan of 225,000-bu. Reinforced Concrete Elevator of Walnut Creek Milling Co. at Great Bend, Kan. See front cover page.

Protein Content as a Basis for Marketing Wheat.

[By Fred G. Smith, U. S. Grain Supervisor in Inspection Efficiency, before Nebraska Grain & Live Stock State Ass'n, at Omaha, Nov. 23.]

I have been requested to talk to you about protein as a basis for marketing wheat. As you know, during the last two years there has been a large increase in the percentage of wheat marketed on protein content in addition to federal grades. In the hard red winter wheat section, a considerable percentage of the wheat crop is sold to millers on this basis.

When wheat ripens it is hard and vitreous if it contains sufficient protein to fill all of the spaces in the wheat kernel and leave no air bubbles. The "yellow berry" and mottled spots are due to minute air spaces. Wheat of relatively low protein content is usually starchy in appearance.

Protein or gluten is the most valuable constituent of the wheat berry, not only from a food standpoint but also for the baker. The yield of bread per barrel of flour is largely dependent upon the percentage of gluten of good quality in flour. The character of the bread is also dependent upon water absorption which is in turn influenced by the quality and quantity of gluten in the flour. Flours containing high percentages of gluten of good quality usually produce large well piled loaves of good texture and color.

Protein, as used in the merchandising of wheat, is determined by multiplying the total percentage of nitrogen present in the wheat by 5.7. This figure is based upon the fact that wheat proteins contain about 17.5% of nitrogen. Therefore, the nitrogen percentage multiplied by 5.7, gives the total amount of protein or gluten in the wheat. This figure is now used by the federal government and the trade. Official methods should always be followed in the determination of nitrogen. Such methods have been approved by the Ass'n of Official Agricultural Chemists, the Society of Milling and Baking Technology, and the American Ass'n of Cereal Chemists. To give reliable results, the determination of nitrogen must be made by well trained men in properly equipped chemical laboratories.

The percentage of protein in wheat does not always give a true indication of the quality of the flour which will be produced. There are certain wheats which contain a rather high percentage of protein which yield flour of poor baking qualities. This flour is weak and does not produce large well piled loaves nor a large yield of bread per barrel of flour. It is well known that the percentage of protein taken alone as an indication of the quality of flour that will be produced is often very misleading. It should be considered together with the general quality of the wheat. Shrunken wheat is usually high in protein but gives low yields of flour per bushel of wheat. Frequently flour from very high protein wheat is of poor quality due to the character of the gluten. When the protein determination is considered together with the results of milling and baking tests, the grain man can form a fairly accurate estimate of the value of the wheat and the quality of the flour which will be produced from it.

Wheat containing a high percentage of gluten of good quality usually comes from certain definite sections of the country. As you know, the wheat raised in the same section is likely to be of better quality one year than another. For this reason buyers go to considerable expense, even before the wheat crop begins to move to the primary markets, to learn what sections are producing premium wheat. When this is known the buyer can purchase by grade and protein content in addition to his own judgment, with assurance that the wheat purchased will yield flour of high quality. You are familiar with the premiums paid for these high grade wheats.

Grain grades must be easily applied by country elevator men if shippers are to use

them to the best advantage in selling to the terminal markets. It is not believed that protein determinations can be made by country shippers under conditions which will give reliable results. Quicker methods have been tried out for years, but I know of none that give as reliable results as the official methods now in use. Chemists of the Department of Agriculture and many others have been studying methods for the determination of nitrogen and protein for years and when a reliable more rapid method, which can be used by the grain trade, is discovered it will be recommended for use.

The Department of Agriculture has been requested to include protein requirements in the federal wheat standards. The fact that federal grades based upon nitrogen or protein content could not now be applied by country shippers is the outstanding reason why it is believed that the present method of determining color and texture should be the basis for grading wheat under the federal standards. The color and texture of wheat indicates the relative quantity of gluten which it contains for a given class and for wheat from the same section grown under the same conditions. The percentage of dark, hard, and vitreous kernels in a sample of wheat is a good indication as to whether it is of high average or low protein content.

It is believed that for inspection purposes the percentage of dark, hard, and vitreous kernels is the best indication of protein content that can be had from the physical examination of the grain. The country elevator man should be able easily to determine the percentage of dark, hard and vitreous kernels in his wheat. All that is needed is a small scale for weighing the samples and the separations. Our supervisors are always glad to show anyone how to make such determinations.

Well equipped laboratories in the larger grain markets are now making nitrogen and protein determinations for country shippers for a reasonably low charge.

Millers Against Capper Law.

That some sections of the Capper-Tincher bill will be found unconstitutional seems altogether probable. Certainly it seeks to regulate, under interstate commerce provisions, trade which may not be interstate at all, and furthermore it creates a special and extra-legal tribunal to deal with the "criminals" who violate it, despite the fact that such criminal laws are, under the constitution, enforceable only in courts and with a jury trial.

The enactment of laws designed to regulate the grain trade, only to have them discarded as contrary to the provisions of the Constitution, will go on just as long as Congress continues to approach the problem in a partisan and unenlightened spirit. The two Capper-Tincher bills were enacted frankly and openly as class legislation. Their advocates were leaders in the so-called farm bloc, and they were put thru in order to make the farmers believe that Congress was doing something to curtail speculation in grain. Members of the milling industry and the grain trade were permitted, indeed, to state their views in committee hearings, but only as presumptive defendants in a criminal action.

Luckily, there are far abler legal minds outside of Congress than within it, and it is most unlikely that any bill can be drafted which will be immune from attack. The very purpose for which such measures are enacted renders them peculiarly liable to violate the Constitution, the provisions of which guarantee the liberties which restrictive laws of this type seek to curtail or destroy.

Granting that certain reforms in the general method of trading in grain are desirable, Congress has evolved the worst possible method of bringing them about. It has sought to stretch the provisions, first of the taxing power of the government and second of its authority to regulate interstate commerce, to cover matters essentially unrelated thereto, and thus its laws have at best been makeshifts. Further-

more, it has assumed that the proper way to reform the grain trade is to hit it on the head with a stick. The only result so far has been that its blows, while most annoying, have utterly failed either to stun or to improve the grain trade, and have simply put it in an attitude of resentful defiance.—*Northwestern Miller.*

Railway Wages Take Farmers' Corn.

That Federal government control of wages of railway labor would have the effect of diverting money from the pockets of the farmer to those of the privileged class was not given much consideration by the politicians of both parties when framing the Adamson Act and enacting the U. S. Railroad Labor Board provisions of the Federal Transportation Act.

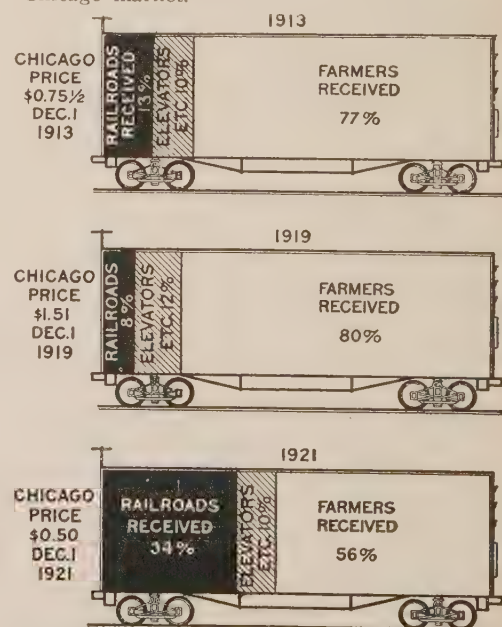
Students of political economy who knew the narrow margin upon which shippers and dealers operated could have forecasted that the additional cost of labor due to the government interference would be passed on to the producer or consumer, or both. A total gross profit of but one cent per bushel of grain to the dealer is inadequate on the face of it to pay a freight rate of 15 cents per bushel. If the dealer had to pay the freight out of his own pocket he would go out of business in just one day.

A graphic illustration how the government control of railway wages has operated to cheat the farmer out of the proceeds of his hard labor from sunrise to sunset on the farm is furnished by the Yearbook of the U. S. Dept of Agriculture and reproduced herewith.

Sec'y Wallace in his Yearbook says "The cost of getting farm products from the farm to the consumer's table has increased tremendously during the past three years. The freight charge is very nearly double, and in some cases more than doubled.

"When wheat was selling at \$2.50 per bushel, corn at \$1.75 and hogs at \$16 to \$22 per hundred, cotton at 30c per pound the increased freight rate was not a serious matter. But with wheat at \$1, corn at 48c, hogs at \$7 to \$10 per hundred, and cotton at 17 to 20 cents, the addition of even 10 cents per bushel imposes a burden too grievous to be borne.

"Sioux City is only 500 miles from Chicago, yet the price of corn was so low in the autumn of 1921 and the freight rate so high that the farmer in Northwestern Iowa who shipped corn to Chicago received only a little over half the Chicago price. The elevator charges in the diagram include commissions and other items, practically the entire spread between the farmer at the local elevator and the purchaser on the Chicago market."



Division Between the Farmers, the Elevators, and the Railroads of the Proceeds of a Carload of Corn Shipped from Sioux City, Ia., to Chicago.

Our Export Wheat Trade.

Exports of wheat from the leading producing countries are subject to extreme variations in quantity in different years, altho the number of bushels moving into European ports is nearly constant.

In no week during the past six seasons has the amount of wheat shipped to Europe fallen below 3,480,000 bus., and in no week has it exceeded 17,640,000 bus., the average, which is closely maintained, being about 10,000,000 bus. to 11,000,000 bus.. So far during the present crop year the shipments to Europe have been running full at 13,330,000 bus. per week of wheat and flour as wheat.

The consumption, demand and shipments to Europe being constant the failure of any country to contribute its normal quota must be found in conditions peculiar to that country, usually smaller crops but sometimes due to war, export duties or a holding tendency.

During the five seasons of 1909 to 1913 the United States, Argentina and Canada were about on a level in their exports at an average annually of 100,310,000, 95,243,000 and 90,871,000 bus. respectively. Under the artificial stimulus of war loans to Europe the exports from the United States in the form of wheat and wheat flour increased to 208,857,000 bus. in 1918, 267,111,000 bus. in 1919 and 307,630,000 bus. in 1920; while Canada's increase was only from 90,871,000 to 144,345,000 bus., keeping step with Argentina, as shown by statistics of the U. S. Dept. of Agriculture. This heavy exportation was accomplished without an increase in the crops of the United States. For the 5 years 1909 to 1913 the United States wheat crop averaged 967,000,000 bus., against 968,000,000 in 1919 and 833,027,000 bus. in 1920.

More recent statistics from Broomhall show a reduction in exports from all countries, from 21,651,000 quarters to 19,309,000 quarters of wheat and flour combined from the commencement of the cereal season to Oct. 28, a year ago and this season. Shipments from the United States and Canada shrank from 18,444,000 qrs. to 15,955,000, and those from Australia from 2,197,000 to 702,000 qrs. Argentina is making up the deficiency this season, having shipped 2,344,000 qrs., against 734,000 qrs. during the corresponding 13 weeks of the 1921 season. Already this season since January Argentina has shipped 15,904,500 qrs. of wheat (127,232,000 bus.) against 7,501,000 qrs. (60,008,000 bus.) during the corresponding period of the 1921 season; and is still going strong, the shipments for the week ending Oct. 26 having been 1,416,000 bus., against only 261,000 bus. for the corresponding week of 1921.

Canada's exports are now twice those of Argentina and one-fourth more than those of the United States, a leadership that is due to the relative production. With a smaller home population than the United States to consume the crop Canada has increased its production from an average of 197,119,000 bus. during the five years 1909-1913 to an estimated 400,000,000 bus. for 1922, while the crop of the United States has decreased from 967,000,000 bus., the average for the five years 1909-1913, to 810,123,000 bus. for 1922.

The pressure of Canadian wheat for an export outlet is so great it is making forced use of United States vessels, United States steamers on the Great Lakes, United States railroads, the New York canal, and the northern United States Atlantic ports. Fort William, Canada, daily is shipping three times more grain to United States ports than to Canadian lake ports and willingly paying a freight rate that crowds out United States merchandisers.

The immense Canadian surplus has been the leading factor in bringing the Canadian dollar up to parity this season with United States coin.

The present duty of 30 cents per bushel prevents the absorption of Canadian wheat across

the border and drives the grain into competition with that grown in the United States and exported to Europe.

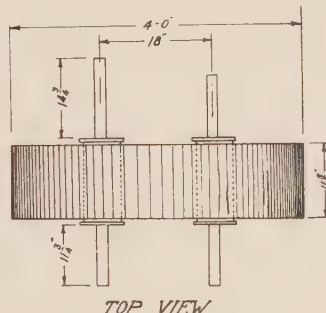
Considering the increase in the per capita consumption from 3.8 bus. in 1839 to 5.6 in 1914 and its probable increase to 7 and 8 bus. as in parts of Europe, the outlook for our wheat export trade would be dark, in view of diminishing production. Over a long period of time, however, the yield per acre is increasing. It is fair to assume that lower prices for labor will make for more intensive cultivation of the soil in years to come. At the present rate of increase the yield per acre can be expected to reach 19½ bus. in 1939, which on an area no greater than the 75,694,000 acres of the 1919 crop would give a gross production of 1,476,000,000 bus., making it possible to raise our highest export record of 1920, which was 307,000,000 bus. to 500,000,000 bus., if buyers could be found.

New Grain Elevator for Kenya Colony, Africa.

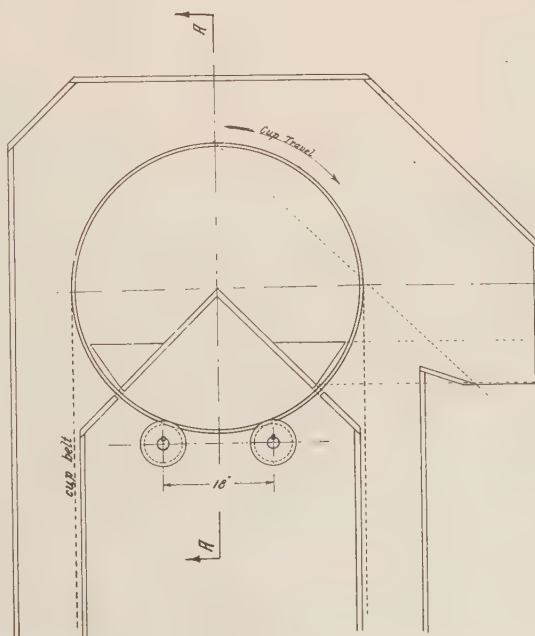
A grain elevator to cost \$500,000 has been recommended for Kilindini Harbour, Kenya Colony, South Africa, by the Colonial Secretary.

If constructed, it is expected that the elevator will have much influence on the growing of maize in Kenya and Uganda. At present the crop averages about 250,000 tons per year. For export maize has a great future in both of the colonies, and altho the crop has not received special attention heretofore, the erection of the elevator will undoubtedly increase the acreage planted considerably.

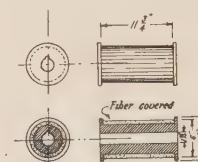
AN IMPORT tax of 39 cents a bushel will be placed on wheat coming into Italy.



TOP VIEW



SIDE ELEVATION



FRICION PULLEY



SECTION A-A

A New Friction Elevator Head Drive.

The elevator head has been credited with causing so many disastrous grain elevator fires engineers are continually bringing forth new ideas in head construction in the hope of reducing the friction and the fire hazards of the elevator leg. One of the latest ideas has been developed by the White Star Company who have long specialized in the building of country grain elevators.

As is shown by tracings reproduced herewith the head pulley does not run on a shaft as heretofore, but on two fibre covered cast iron friction rollers with a flange on each end so as to prevent head pulley running off ends and rubbing sides of head casing. Each of the two friction rollers is mounted on a 23/16" shaft supported outside head casing by 4-way adjustable bearings. Each shaft has 7" bearings so that it easily supports the load of the belt, cups and grain. The two shafts which are 18" apart are coupled by chain at one end and one shaft is driven by belt at the other end. These two shafts revolve at a speed which insures the head pulley revolving 38 times a minute.

Experiments so far conducted enable the leg to be operated without causing friction and with entire satisfaction. The settling of the cribbing of one part of the house would not throw the shafts of the friction rollers out of alignment very much because they are short but if it did they could quickly be adjusted. If any of our engineering friends think this style of head drive will not reduce the fire hazards of the elevator head we know that all readers would be glad to know why.

A CAR of corn was sold in Toledo, O., by radio recently. B. C. Christopher & Co., of Kansas City, made the deal, which is believed to be the first of its kind.

Pipe Line for Grain at Cairo.

The private enterprise of the Cairo grain dealers has not been slow to co-operate with the government's improved Mississippi-Warrior River transportation service.

A successful effort to utilize the barge line for shipments of grain from Cairo, Ill., is the new pipe line put in by the Halliday Elevator Co. and extending from its large elevator to the river. Several million bushels of grain has been put thru this pipe line. Easily 100,000 bus. can be handled in one day of 8 hours. In a 10 minutes' run the loading of 3,496 bus. has been accomplished in a cut off, just to see what the machinery would do. If the line could be worked to capacity for a continuous period of 24 hours its capacity would be 250,000 bus.

This pipe line is the first and only one of the kind. Its length can be increased or decreased to accommodate falling or rising level of the river. As the river rises the barges come closer to the elevator building and the pipe is shortened.

The pipe is of steel, about 30 inches in diameter and made in sections 16 feet long, each separately supported by a trestle moving on rollers on a permanent trestle of heavy timbers supporting two parallel steel rails. A cable from the car puller draws up the sections when it is desired to shorten the length of pipe, and the sections not in use are swung out of the way along the side of the building. Its extensive length is about 300 feet. At the lower end a short chute is hooked on.

To fill the pipe at the upper end a hole was cut in the sacking floor of the elevator, oval shape, about 4 ft. 6 ins. by 3 ft. When bulk grain is loaded grain is run from the bin of the elevator direct by spout to this opening in the floor. The fact that the spout is smooth and the grain is already in motion as it enters the pipe aids its travel and no trouble has been experienced, altho the angle is not much more than 20 degrees from the horizontal.

The grain elevator contains four legs of about 8,000 bus. capacity each, besides smaller

legs for the cleaners, and grain for the barges is taken from four 1,200-bu. Fairbanks Hopper Scales. The elevator machinery has been overhauled and the exterior walls covered with asbestos fireproofing, giving it a handsome appearance.

Cairo is getting both export and import trade by water, the cargo both ways cheapening the service. Cairo receives European goods as well as goods from the Philippine and South Sea Islands, several cargoes of copra having come in for distribution to the oil mills. California products coming thru the Panama Canal via New Orleans are distributed from Cairo. An immense amount of burlap or jute coming from India probably does not go on land until it is unloaded at Cairo, not Egypt, but Illinois.

The Mississippi-Warrior Service has 42 barges with a capacity of 80,000 bus. of grain each. The bulk grain goes into the hold and 50 to 100 tons of merchandise is placed on top of the deck. The sacked grain is put above the bulk grain, but very little sacked grain has been handled so far.

The equipment for the pipe line was designed by L. A. Stinson and furnished by the Webster Mfg. Co.

THE CHAMBER of Commerce of the United States urges the enactment of legislation to modernize and strengthen the consular and diplomatic services of the United States. Legislation along the lines of the pending Rogers bills is advocated.

ARGENTINA's wheat harvest is forecast at 215,320,000 bus. from an area of 16,081,000 acres, according to the International Institute of Agriculture at Rome. This compares with 180,641,000 bus. from 13,827,000 acres last year. The oats crop is placed at 49,600,000 bus. from 2,618,000 acres, compared with 32,973,000 bus. from 2,105,000 acres in 1921. The flaxseed forecast is 60,270,000 bus. from 4,049,000 acres, compared with 32,272,000 bus. from 3,892,000 acres last year.

Loadings of Revenue Freight.

Loadings of revenue freight on American railroads for the week ended Nov. 11, totaled 953,909 cars, reports the car service division of the American Railway Ass'n. This is an increase of 189,132 cars compared to the corresponding week last year. Of the total amount, 52,501 cars were loaded with grain and grain products, an increase of 18,415 cars over last year.

For the week ended Nov. 4, 994,827 cars were loaded, an increase of 157,251 cars over the corresponding week last year. Grain and grain products were loaded into 51,912 cars during the week, only one car less than the previous week and 11,693 cars more than the corresponding week last year.

On Oct. 30, the demand for freight cars on railroads in excess of current supply amounted to 179,239, an increase of 12,890 over the total on Oct. 23.

On Nov. 1, 249,960 cars were in need of repair on all railroads, or 11 per cent of all the cars on line. This was a reduction of 20,085 since Oct. 15, and was also the smallest number of cars in need of repairs since Mar. 1, 1921.

During the week ended Nov. 11, the northwestern region of the Pennsylvania Ry. handled 14,345 cars, against 13,005 a year ago.

The C. R. I. & P., during the first seventeen days of November, handled 77,007 cars, compared with 70,578 a year ago.

The Illinois Central Ry. reports 121,558 cars handled during the first eighteen days of November, compared with 94,453 a year ago.

TIPPERARY, Ireland, barley growers adopted a resolution to ask the government to protect the home cereal industry against the low prices being offered for barley. The Department of Agriculture admits it costs 28s per barrel to produce the barley and producers must receive more than two-thirds of that amount or else the industry will vanish.



Pipe Line at Cairo, Ill., Discharging Grain from Halliday Elevator to Mississippi River Barge.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, new flour mills, improvements, fires and accidents are welcome. Let us hear from you.

CALIFORNIA

Los Angeles, Cal.—C. H. Bradshaw has assumed charge of the grain department of the Albers Bros. Mfg. Co.

San Francisco, Cal.—We have removed our offices from Helena, Mont., to this place, where we will continue in the same line of business.—George S. Rheem Co.

Colusa, Cal.—A. J. Lowell is the new owner of the Colusa Mfg. & Grain Co., which he purchased in bankruptcy court. Mr. Lowell plans to overhaul the plant, equip it with new machinery and put it into operation.

CANADA

Winnipeg, Man.—The Northland Elvtr. Co. Ltd., has incorporated for \$3,000,000.

Regina, Sask.—The Matheson-Lindsay Grain Co., Ltd., of Winnipeg, recently capitalized at \$500,000, has established a branch office here.

Goderich, Ont.—The Goderich Elvtr. & Transit Co. Ltd. is planning the erection of a 1,000,000 bu. annex to its elvtr. in the event of the town's exempting certain taxes.

Fort William, Ont.—Plans are being made to increase the storage capacity of the Western Terminal Elvtr. Co. by the erection of a 1,000,000-bu. addition. The present capacity is 2,000,000 bus.

Fort William, Ont.—A 2,000,000-bu. elvtr. is to be erected for James Stewart of the Saskatchewan Co-op. Grain Export Co. Ltd. and the newly organized James Stewart Grain Corporation.

Vancouver, B. C.—Strauss & Co., grain dealers of London, England, are establishing a branch office here, to be opened Dec. 1. A. W. Whitmore, formerly with C. P. Coles & Co., will be in charge.

Montreal, Que.—The Harbor Commission has employed Jno. S. Metcalf Co. to design a 3,000,000-bu. reinforced concrete elvtr. It will be known as Elvtr. No. 3 and will be located some distance from houses Nos. 1 and 2.

Port Colborne, Ont.—John McKay, accountant of the Canadian Government Grain Elvtr. and formerly mayor of the village of Renfrew, died recently following an operation. He is survived by his widow and five children.

Fort William, Ont.—The B. J. Ostrander Co. is another prospective operator of the plant of the Davidson & Smith Co., which is to reopen. It was reported that the Inland Seas Grain Co., a newly incorporated firm, would take it over.

Winnipeg, Man.—Frank O. Fowler, mgr. of the Winnipeg Grain & Produce Exchange Clearing Ass'n, will not be a candidate for the office of mayor for 1923. He has been serving out the unexpired term of the late Mayor Parnell.

Montreal, Que.—Adams G. Thomson, well known as a grain dealer throughout Canada, died recently at the age of 76 years. He had been ill for several years and had retired from active business about five years ago. When he was a young man, Mr. Thomson became associated with James Kershaw & Co., and later with Rimmer, Gunn & Co. After that, he and his brother, A. D. Thomson, started in business for themselves under the name A. D. Thomson & Co. At the time of his death, A. G. Thomson was a partner with Paul B. Earle in the firm.—Thomson, Earle, Ltd.

COLORADO

Haxtun, Colo.—R. R. Archer is mgr. of the recently completed elvtr. of the Colorado Mill & Elvtr. Co., locally operated as the Haxtun Mill & Elvtr.

Ramah, Colo.—I reset the bean cleaner and added a Richardson Sacker and Weigher for packing beans; added one 24x24-foot storage room and bean dump, separate from the grain dump. Cost, \$2,400.—Lem Gammon.

Erie, Colo.—William Grimson is now running a feed mill here under the name of the Erie Grain Co. and has storage room for 3,000 or 4,000 bus. of grain, but no track connections, nor has he bought any grain to ship.—X.

Hillrose, Colo.—H. H. Connelly, who was recently injured when a loaded wagon came down on him, is connected with the Farmers Platte Valley Mfg. & Elvtr. Co. and not the Hillrose Elvtr. Co., as reported. There is no such firm.

IDAHO

Jerome, Idaho.—The elvtr. to be erected for the newly established Gleason Grain Co., is expected to be in readiness for next season's crop.

Weiser, Idaho.—Plans are being made to increase the capacity of the 350-bbl. mill of the Colorado Mill & Elvtr. Co., locally known as the Weiser Mill & Elvtr. Co. to 600 bbls.

Kooskia, Idaho.—Rowton & Hanson, proprietors of the Kooskia Mills & Power Co., have made extensive improvements in their mill, a bleacher being among the new machinery installed.

Soda Springs, Idaho.—We have been doing business here about one year, succeeding the Brown Bros. Grain & Warehouse Co. We have added an elvtr. to the warehouse we are operating.—Idaho Grain Co., by O. H. Browns.

Montpelier, Idaho.—To correct the impression that the Miles Mfg. & Elvtr. Co.'s elvtr. has been sold or passed out of our hands, wish to state that we merely leased same to the Globe Grain & Mfg. Co. for a term of one year, which lease will terminate July 1, 1923. As soon as weather conditions will permit in early spring the writer expects to erect a mill building of reinforced concrete adjoining the elvtr. and move the mill machinery from the present plant of the old Montpelier Mfg. Co. into the new building.—Frank Mills.

ILLINOIS

Curran, Ill.—The Curran Farmers Elvtr. Co. is reported out of business.

Cordova, Ill.—John Mackey's elvtr. is now being operated by Edgar Humphrey.

Kempton, Ill.—L. M. Nickerson has resigned as mgr. of the Kempton Farmers Elvtr. Co.

Niantic, Ill.—Ober Livergood has assumed charge of the elvtr. of the Niantic Farmers Grain Co.

Lockport, Ill.—A \$30,000 addition is being erected to the factory of the Northern Illinois Cereal Co.

Wedron, Ill.—Two Hall Signaling Grain Distributors have been installed in the elvtr. of the Carter Grain & Lumber Co.

New Berlin, Ill.—Noah Twist's grain warehouse burned Nov. 8. Mr. Twist's elvtr. burned some years ago at a loss of \$24,000.

Dwight, Ill.—The 40,000-bu. elvtr. being erected for the Farmers Co-op. Elvtr. Co., is expected to be completed by Dec. 25.

Creston, Ill.—We have bought the J. Guy Parks elvtr. as reported, but we are not making any changes for the time being.—Lewis & Colwill.

Ellsworth, Ill.—The elvtr. of Lauriston & Richardson burned Nov. 11. The fire is believed to have started from sparks from a passing locomotive.

Milmine, Ill.—C. L. Smith of Olney has purchased the O. N. East elvtr. here, taking possession Dec. 1.—T. E. Hamman, Harrison, Ward & Co., Decatur.

Haynes (Illioopolis p. o.), Ill.—We purchased George B. Conover's elvtr. as reported, and contemplate erecting coal house and handling salt and a few necessities for the accommodation of farmers. Mr. Haynes operates a 320-acre farm on which the elvtr. is located.—Lewis & Haynes.

Manito, Ill.—We may make an ear corn elvtr. out of our old cribbed elvtr.—Grangers Elvtr. Co.—A 30,000-bu. grain elvtr. is being erected for this company.

Sheffield, Ill.—W. H. Graham has resigned as mgr. of the Farmers Elvtr. Co., which position he has held for about ten years. He plans to locate in Oklahoma.

Clarksdale, Ill.—I have resigned here as mgr. and will engage in the flour, feed and hay business at Findlay, Ill., after Jan. 1, 1923.—Kelley Durbin, mgr. Farmers Grain Co.

Champaign, Ill.—My son-in-law, W. P. Foote, died suddenly Nov. 4. The grain, mill and feed business will be continued thru this office for the present.—H. I. Baldwin, Decatur and Champaign.

Sycamore, Ill.—The Sycamore Farmers Co. has taken over the elvtr. and business of John L. Murphy. Mr. Murphy, who has been in the grain business over 25 years, has been appointed general mgr.

Dieterich, Ill.—The Dieterich Co-op. Equity Exchange is a newly organized and incorporated firm with a capital stock of \$20,000. Incorporators: Wm. Endebrock, John Garber, L. R. Dye, Henry Habing and J. L. Hartke.

Morris, Ill.—Thomas O. Pattison of the Morris Grain Co. died Nov. 10 at the age of 72 years. Mr. Pattison had been in poor health, but had continued his business activity. He died at his desk. A widow and two daughters survive him.

Industry, Ill.—Paul Applegate is now mgr. of the Indiana Co-op. Co. I resigned there Oct. 24 and have opened a coal yard in Macomb. I have been in the grain business nearly 11 years, but decided to engage in a another line.—A. C. Parks.

Ashton, Ill.—I have installed an attrition feed mill in connection with my plant here, as reported. The mill and feed end of the business will be run under the name of Bergeson & Stephan, while the grain, flour and coal and other merchandise I retain in my name here and at Middlebury.—J. M. Bergeson.

Richards (Streator p. o.), Ill.—I bot a half interest in the Richards elvtr. as reported. I formerly owned the other half interest. The sale was to settle an estate. I am now installing Fairbanks Morse Truck Scales. In the spring we will make other improvements, new elvtr. legs, belts and cups.—G. W. Graham.

Indianola, Ill.—We are building a 14x25-foot office with concrete floor and tile walls. Stucco finish on outside, plaster inside and an asbestos shingle roof. We will have a vault, also a private room. The building is well under way at this time.—Block Elvtr., per E. W. Block.—The new office is being erected to replace one burned Oct. 11.

Dana, Ill.—My safe was burglarized on the 24th as reported. The safe door was ruined on the outside, but they did no damage to the inside, and only got about \$3 in cash. The same night, the safe at the post office was blown and the burglars got about \$280 in cash and stamps. They left a rubber bulb with finger prints, which was sent to Leavenworth, Kan.—C. B. Sauer.

Fullerton, Ill.—Our elvtr. was filled to capacity when it gave evidence of weakness in the cribbing. A few bus. of oats ran out on the ground, not more than ten to fifteen bus., when we obtained cars for loading out all grain that repairs might be made. The weakened cribbing has all been removed and new cribbing installed. At this time, new iron siding is being put on the building and we shall be ready to resume active business within a few days. Mr. Eikenberry directed the work, which went forward in a satisfactory manner. The elvtr. was not ironclad until the recent repairs became necessary.—Harrison, Ward & Co.

CHICAGO NOTES.

The B. A. Eckhart Mfg. Co. has increased its capital stock from \$250,000 to \$1,500,000.

The rebuilding of the Chicago & Northwestern elvtr., operated by the Armour Grain Co., which was partly wrecked the early part of last year by a dust explosion, has been completed.

Joseph Stewart, formerly superintendent of the C. & N. W. Calumet Elvtr. at South Chicago, has become connected with the J. J. Badenoch Co. as superintendent of its elvtr.

John J. Bagley will hold the position of general mgr. for Logan & Bryan during the absence of F. C. Hollinger, who has gone to California. Mr. Bagley has been with the firm since 1888 and since that time he has held a position in every branch of the business.

C. A. Johnson & Co. announce their opening in the Traders Bldg. to do a brokerage business in stocks and grain futures. Joseph Wild, former editor of the Wagner Letter, will edit the Johnson Letter, devoted to grain, etc.

Edward S. Westbrook, pres. of the Trans-Mississippi Grain Co., Omaha, Neb., will become associated with the Bartlett, Frazier Co. Mr. Westbrook has applied for membership in the Board of Trade. He will retain the presidency of the Trans-Mississippi Grain Co.

Samuel Nast, head of the defunct brokerage firm of Samuel Nast & Co., has been expelled from the Board of Trade, the charge being dishonorable conduct in business dealings. He was also expelled from the New York Stock Exchange.

The following have been elected to membership in the Board of Trade: Benjamin G. Humphreys, American representative of Alexander Eccles & Co. of New York, New Orleans and Liverpool; Alvah R. Ford, Fort Wayne, Ind., and J. H. Moore, Pittsburgh, Pa.

William H. Bartels, a member of the Board of Trade, returned from an extended world tour recently. While he was waiting for his train at an elevated station, pick pockets relieved him of his watch, wallet and a few other valuables. "They left me my gold teeth," he said, "but I had to come back to Chicago, my home town, before they got me."

The working house of the Pennsylvania Railroad caught fire about 11:30 p. m., Saturday, Nov. 11, and with 3,000 or 4,000 bus. of grain became a total loss, of \$300,000, insured. The house was a well built, cribbed and iron clad building, operated under lease by the Hales & Hunter Co. in connection with the nearby concrete tanks of the Hamilton Storage Co. containing 5,000 bus. rye and 95,000 bus. oats, not damaged. The three conveyor galleries fell down and the tanks, 16 ft. from the burned house, are marred. Plans for rebuilding will not be considered until after the insurance department of the Pennsylvania has reported.

INDIANA

Poseyville, Ind.—The new elvtr. of P. Reising & Sons has been completed.

Rob Roy (Attica p. o.), Ind.—J. O. Bailey has become connected with Ed. Foster.

Cumberland, Ind.—We have completed our 100-bbl. mill.—Farmers Terminal Grain & Feed Co.

Morocco, Ind.—The Farmers Grain Co. is not incorporated, but will be soon.—J. J. Busecki, mgr.

Sulphur Springs, Ind.—The sum of \$68 was stolen from the elvtr. of the Sulphur Springs Grain Co. recently.

Mongo, Ind.—William Hawk has purchased C. C. Smith's elvtr. and is back in the grain business at his old stand.

Franklin, Ind.—Jesse Anderson of Columbus has been appointed mgr. of the Farmers Elvtr. Co. to succeed A. C. Brock.

Salem (Daleville p. o.), Ind.—The flour mill of the Melrose Mlg. Co. containing about 15,000 bus. of grain, burned Nov. 16.

Vevay, Ind.—The Vevay Flour Mills has purchased a F-M Oil Burning Engine and will have it installed in about three weeks.

Chase (Boswell, p. o.), Ind.—E. A. Benedict is no longer mgr. of the Farmers Co-op. Co., as reported. The new man is C. F. Hall.—Louis Johnson, sec'y Farmers Co-op. Co.

Atlanta, Ind.—G. G. Davis, who purchased the mill and elvtr. of the Walton Mills last August, has equipped the plant with a 35-h. p. motor. Other improvements have been made.

West Union, Ind.—The elvtr. of the West Union Elvtr. Co., a branch of Rohm Bros., Rockville, Ind., has been purchased by the Linebarger Elvtr. Co., who will continue its operation.—George W. Rohm.

Ora, Ind.—After having retired for a period of five years I have taken over the Ora elvtr. as reported and will conduct it as before in the name of Ira E. Rinehart and I am making preparations to enlarge its storage capacity.—Ira E. Rinehart.

Oaktown, Ind.—We have changed our name from the Oaktown Grain Co. to the Wabash Grain Co. on account of operating other country stations. There have been no changes in ownership at all as I own the business and operate it myself.—Roy Clodfelder.

New Paris, Ind.—David Montgomery, mgr. of the New Paris elvtr. of the Goshen Mlg. Co. was seriously injured when the buggy in which he was driving was struck and demolished by an automobile. It is believed that Mr. Montgomery has concussion of the brain.

Lafayette, Ind.—Charles Grant and Charles Miller, employes of the Schnaible Grain Co., were injured while opening the hopper of a car of coal. The wrench being used slipped from the bolt and flew back, breaking Mr. Miller's finger and bruising Mr. Grant's chest.

Huntingburg, Ind.—Millers and grain dealers in this part of the state are planning the formation of a permanent organization. Several meetings have been held attended by the following: Henry Alpers, C. E. Schaaf and E. T. Winkler, Dale; J. W. Chambers, Velpen; F. H. Wellman, Holland; J. H. Rothert, Huntingburg; J. F. Welp, Jasper; Theo. Schnell, Schnellville; J. Fred McConnell, Winslow; Frank Muller, Ferdinand; R. D. Wallace, Huntingburg; H. Schnell, Birdseye; L. E. Bohnert and A. W. Eckert, Jasper; G. A. Bolte, Ferdinand; H. Hasenour, St. Anthony; Isadore Egloff, St. Meinrad, and the following officers elected: J. H. Rothert, pres.; F. H. Wellman, vice-pres., and E. T. Winkler, sec'y-treas.

INDIANAPOLIS LETTER.

The National Elvtr. Co. has purchased property opposite the Big Four railroad tracks and is planning the erection of a \$75,000 elvtr.

A verdict of \$113.30 as judgment against the Urmston Grain Co. for demurrage on freight cars held at Union for a period of 15 days, was awarded by a jury in the federal court Nov. 15. James C. Davis, director-general of railroads, brought action to recover the charge.

Joseph T. ("Uncle Joe") Gehring, who has been connected with the Cleveland Grain & Mlg. Co. during its 27 years' existence, died last month at the age of 80 years. Mr. Gehring, a Civil war veteran, was at one time in charge of the Indianapolis office, but he retired from active business about 5 years ago.

IOWA

Blencoe, Ia.—The elvtr. of the Blencoe Farmers Elvtr. Co. was slightly burned Nov. 9.

Clear Lake, Ia.—Glenn Jackman is now mgr. of the Farmers Co-op. Elvtr. Co.—Fritz Frerichs, Holland.

Center Point, Ia.—An auditor has been engaged to go over the business affairs of the Farmers Elvtr. Co.

Webster City, Ia.—We are not going to build an addition to our elvtr. as reported.—Farmers Grain Co.. R. W. Hall.

Denison, Ia.—The sum of \$60 and a number of registered bonds were stolen from the safe of the Farmers Elvtr. Co. recently.

Elkhart, Ia.—The offices of the Elkhart Grain Co. and the Farmers Elvtr. Co. were robbed Nov. 9. The thieves obtained about \$20.

Cedar Rapids, Ia.—The National Oats Co. and the Rich Bros. Cereal Co. of Keokuk have been merged, representing a capitalization of \$1,500,000.

Holland, Ia.—Mr. Hopkins is now mgr. of the Farmers Elvtr. Co.—Fritz Frerichs.—Mr. Hopkins succeeds Glenn Jackman, now located at Clear Lake.

Villisca, Ia.—Frank Pierson's elvtr. being erected by the Younglove Construction Co. to replace the one that burned last May, is rapidly nearing completion.

Stanhope, Ia.—Floyd Erickson has resigned as mgr. of the Farmers Elvtr. Co., and has been succeeded by Robert Rice. Mr. Erickson has located at Shirley (not a p. o.).

Estherville, Ia.—We are operating elvtrs. at this point, Superior, Lake Park and Harris, Ia., and Worthington, Reading, Wilmont, Lismora, Kenneth and Dunnell, Minn.—Greig & Son—Greig & Son recently succeeded Greig & Zeman.

Madrid, Ia.—Arthur McCabe of Stanhope has taken over the Johnson & Lundahl elvtr. here. Mr. McCabe will not take charge until March 1. Because of the ill health of Mr. Johnson this action was taken. The firm has been in business about fifteen years.

KANSAS

St. John, Kan.—The St. John Mills has leased the elvtr. of Tudor & Co.—Cal.

Plevna, Kan.—Our elvtr. was not burglarized as reported.—Plevna Grain & Supply Co.

Trousdale, Kan.—I am the present mgr. of the Rock Mlg. & Elvtr. Co.—E. L. Kirkbride.

Wichita, Kan.—The Bedell Elvtr. Co. has succeeded the J. W. Craig Grain Co. There will be no change in personnel.

Woodston, Kan.—W. C. Macy is now in charge of the plant of the Farmers Elvtr. & Mercantile Co., which was recently burglarized.

Monument, Kan.—R. A. Yountan is in charge of the new elvtr. of the Colorado Mill & Elvtr. Co., locally known as the Wheatland Elvtr.

Anson, Kan.—It is reported that the Wheat Growers Ass'n has bot a site and is going to build an elvtr. here.—Leo Wilson, Riverdale.

Hilton, Kan.—The Farmers Union Elvtr. Co. has bot an old school house which has been moved near the elvtr. and will be used as a warehouse.

Cheney, Kan.—J. F. Cheatum of the Cheatum Grain Co. is planning the erection of an elvtr. on ground he recently leased from the Santa Fe railroad.

West Mineral, Kan.—Thieves gained entrance into the office of the Farmers Union Elvtr. the early part of the month and found \$199 in cash and \$150 in Liberty bonds.

Winona, Kan.—Our elvtr. has been completed, as reported. The L. A. Jordan elvtr. will be remodeled this coming spring.—B. F. Snider, mgr. Wheatland Elvtr.

Abilene, Kan.—Herbert Osborn has become connected with the Abilene Flour Mills Co., having resigned as chief chemist of the Oklahoma City Mill & Elvtr. Co., Oklahoma City, Okla.

Kismet, Kan.—Hicks & McDermott and myself have bot the mill here. We have not fully decided whether to run the mill or sell the machinery and remodel the building into an elvtr.—G. A. Bayha.

Pratt, Kan.—Very little damage was caused to elevators in this section during the recent storm. Our damage was confined to a few windows in the warehouse.—Pratt Equity Exchange, J. H. Harkrader, mgr.

Salina, Kan.—The office of the O. F. Hooper Grain Commission Co. has been temporarily closed because of the car shortage. R. L. Phelps, who was in charge of the office, left for Kansas City, but he plans to locate in Winnipeg.

Gardner, Kan.—I have sold my remaining elvtr. to L. M. Blacker, who is converting it into a corn plant. I am out of the grain business.—E. L. Ward.—Miss Ward operated two elvtrs. at this point until one burned some months ago.

Riverdale, Kan.—Regarding your report that Robert Gardner bot the elvtr. of the Sumner County Farmers Union, I believe it was a mistake, as Mr. Gardner was a director in the farmers elvtr. and it was bot by H. E. Pratt in June. He is still operating it.—Leo Wilson.

Iuka, Kan.—Our elvtr. here had both doors of the driveway blown down and the windows in the top blown in and shattered during the recent storm which visited this section. Little damage was caused by water getting in the wheat thru the openings in driveway and windows.—Pratt Mills, Pratt, Kan.

De Soto, Kan.—Fire destroyed the elvtr. Oct. 27, as reported, it broke out from the top of the elvtr. and was first noticed by a black cloud coming out of the top windows. The office and feed mill were also burned. Buildings are insured for \$6,000; grain and feed is also covered. We will not rebuild. The buildings were owned by the Associated Mill & Elvtr. Co.—De Soto Elvtr. Co.

Coffeyville, Kan.—Our terminal elvtr. and warehouse with entire contents including office, were destroyed by fire, as reported, Oct. 28. The cause is unknown, but we believe it was railway sparks. The grain was covered by insurance, but the building and machinery only for about 30 per cent of the replacement value. We consider our uninsured loss more than \$25,000. We may or may not rebuild.—Allin Grain Co.

Wichita, Kan.—Stockholders of the H. Q. Grain Co., which is now bankrupt, are suing officers of the company on the theory that the officers are civilly liable if they made false statements to the bank commissioner in order to secure a permit to sell stock when the company was reorganized some time ago. Plaintiffs assert they purchased the stock by influence of the fact that a permit had been issued by the bank commissioners.—Cal.

Hudson, Kan.—The Southwest Grain Co., Hutchinson, has leased the elvtr. of the Farmers Union Co-op. Business Ass'n here. C. W. Henry, manager of the company's other elvtr. here, will manage both plants. G. H. Immer, former mgr. for the farmer's company, is out of the grain business at present.—Cal.

KENTUCKY

Versailles, Ky.—The elvtr. of Cleveland & Co. burned Nov. 16.

Louisville, Ky.—Daniel McLaughlin, formerly a well known grain dealer of Central Illinois, died Nov. 5 in this city at the age of 72 years. Two daughters survive him.

Louisville, Ky.—The Gold Proof Mfg. Co., which is controlled by S. Zorn & Co., is planning the erection of a 200,000-bu. elvtr. The company is operating an 80,000-bu. elvtr. at the present time.

LOUISIANA

New Orleans, La.—Frank Godchaux is one of the organizers of a firm here with a capital of \$100,000 which has been formed to manufacture a breakfast food of rice. A copyrighted process made by Mrs. Chas. Saint of Kaplan, La., is said to be used.

MARYLAND

Baltimore, Md.—The annual assessment on memberships of the Chamber of Commerce was fixed at \$30 for the ensuing year at the monthly meeting of the exchange Nov. 13.

Baltimore, Md.—The Chamber of Commerce has established the following values for insurance purposes on the different kinds of grain in expert elvtrs. here: Wheat, domestic and Canadian, \$1.40 per bu.; corn, 90 cents; rye, \$1.10; oats, 60 cents; barley, 80 cents.

MICHIGAN

Hemans, Mich.—The Hemans Co-op. Elvtr. Co. is out of business.

Olivet, Mich.—J. M. Moor of Byron has purchased the grist mill at this place.

Onsted, Mich.—The Cutler-Dickerson Co. of Adrian has leased the elvtr. of the Onsted Co-op. Co. Lester Winter is in charge.

Romeo, Mich.—The Romeo Farm Buro Mill & Elvtr. Co. has been sold to George Knust and will be known as the Knust Mfg. & Elvtr. Co.—J. A. Jewell, receiver.

Wheeler, Mich.—F. B. Walcott is mgr. of this company.—Breckenridge Farmers Elvtr. Co.—It was erroneously reported that W. F. Bradford was mgr. of the plant.

Grand Rapids, Mich.—The business of the Grand Rapids Grain & Mfg. Co. has been merged into a stock company with a capital of \$25,000. creased from 400 to 600 bbls.

Big Rapids, Mich.—F. E. Lewellyn of Grand Rapids has purchased the terminal bean elvtr. here from the defunct Gieaner Cleaning House Ass'n of Detroit. Carl Lans will continue as mgr.

Capac, Mich.—The elvtr. of the H. P. Stoughton estate was sold Oct. 30 and will hereafter be run under the name of A. Tosch & Sons Elvtr. Co., who took possession Nov. 9. I go out of the grain business the first of the year.—C. R. Taylor, mgr.

Jackson, Mich.—This company is engaged in the same wholesale feed and grain business that it has been in for the past 25 years. We have leased to several of our former employees our Jackson retail feed store to be known as the Mutual Grain & Feed Co., as reported. We have heard reports to the effect that this company is out of business. We are very much in business and intend to stay in business.—J. E. Bartlett Co., Jas. E. Bartlett, pres.

MINNESOTA

Duluth, Minn.—F. J. Smith has withdrawn his membership in the Board of Trade.

Biscay, Minn.—F. A. Bandas has succeeded Louis Graupman as mgr. of the Farmers Elvtr. Co.

Zumbrota, Minn.—The elvtr. of the Zumbrota Farmers Elvtr. Co. burned Nov. 13 at a loss of 10,000, about half of which is insured.

Ostrander, Minn.—An F-M Ball Bearing Motor and a Link Belt Silent Chain Drive has been installed in the Farmers Elvtr. & Mercantile Co.

Faribault, Minn.—Rudolph Degan has become connected with the Farmers Co-op. Elvtr. Co., assuming charge of the recently established feed mill.

Currie, Minn.—The Currie Farmers Grain & Supply Co. has incorporated for \$10,000 to deal in grain and farm products. Incorporators are John Puppert, Alfred Kofoed and C. W. Silvernale.

Cosmos (Buffalo Lake p. o.), Minn.—An elvtr. is being erected for William Hoppensteadt, formerly of Fairfax by the T. E. Ibberson Co. A 10-ton Fairbanks Scale, steel lift, and an F-M 10-h. p. Engine will be installed. A flour shed will also be erected.

Rose Creek, Minn.—We are removing our private lighting and power plant and installing motors to operate our elvtrs. and cleaners. The motors that operate elvtrs. will be installed in a dust proof house on the top of the bin floor and drive thru countershaft to head. The other machinery will be run by individual motor.—John Cronan & Co.

MINNEAPOLIS LETTER.

The Cargill Elvtr. Co. has increased its capital stock from \$2,400,000 to \$4,000,000.

Edward P. Wells, pres. and founder of the Russell-Miller Mfg. Co. and the Wells-Dickey Co., resigned Nov. 15, and Stuart W. Wells has been appointed his successor. Mr. Wells, now 74 years of age, has been made chairman of the board of both firms. Mr. Wells is also resigning as pres. of the American Elvtr. & Warehouse Co. of Buffalo, N. Y.

B. A. Crangle, formerly in the grain business here and a brother of Charles P. Crangle of the Western Elvtr. & Grain Co., was found dead recently in St. Paul. He was lying behind a billboard with a pistol in his lap. It was said that Mr. Crangle was discouraged over business reverses and heavy losses, and had been hoping to make a fresh start. A widow and two children survive him.

MISSOURI

Ozark, Mo.—A flour mill and a 20,000-bu. elvtr. is being erected for Hawlins Bros.

Green Ridge, Mo.—The Green Ridge Elvtr. & Trading Co. has filed a petition of dissolution.

Webb City, Mo.—A tornado blew down a warehouse which we were using for a retail store.—Ball & Gunning Mfg. Co.

St. Joseph, Mo.—William I. Heddens has been elected to membership in the Grain Exchange on a transfer from J. A. Gunnell, deceased.

Cameron, Mo.—The Cameron Co-op. Elvtr. Ass'n has completed a 16,000-bu. reinforced concrete elvtr. The Monolith Builders, Inc., had the contract.

St. Joseph, Mo.—J. C. Moats has been elected to membership in the Grain Exchange on a transfer from J. H. Lee. Mr. Lee is now in charge of the branch office of B. C. Christopher & Co. Mr. Moats will conduct the branch office of Jackson Bros. & Co.

Columbia, Mo.—Contract for the erection of a 60,000-bu. reinforced concrete, fireproof elvtr. for the Boone County Mfg. & Elvtr. Co. has been awarded to the Monolith Builders, Inc. Cost of the building is estimated at \$50,000. Work is to be started immediately and the plant is expected to be completed in January. The Boone County Mfg. & Elvtr. Co. also operates a 100,000-bu. elvtr. in this city.

Salisbury, Mo.—T. H. Edwards, pres. of the Model Mill Co., has been in New Orleans the last six weeks on business connected with the United States Flour Mills Co., located at New Orleans; but he has finished his work there and is now at this place. The plant at New Orleans is not classed as a co-op. mill at all, but is an institution organized by several mills to afford them a market for their products. New Orleans is destined to be one of the biggest export cities of the United States. Deeming this an advantageous point, they have built a blending plant there known as the United States Flour Mills Co. W. L. O'Daniel is pres. of the company and R. C. Clark, sec'y. The plant started blending flour in July, 1922, and the business has been growing rapidly from day to day. Of course, our mill is interested and Mr. Edwards is on the advisory board.—Model Mill Co.

Rockville, Mo.—The safe of the Rockville Equity Grain Co. was blown open Nov. 9, and the thieves escaped with \$175 in cash, \$7,000 in non-negotiable bonds and \$150 in unendorsed checks.

KANSAS CITY LETTER.

D. F. Piazek, formerly 2d vice-pres. of the U. S. Grain Corporation, was recently elected pres. of the Kansas City Club.

The membership of F. R. Warrick in the Board of Trade has been posted for transfer to E. G. Wallingford. Both men are with Wallingford Bros.

Walter A. Hinchman, formerly receiver for the Kemper Grain Co., which has been discontinued is now in the grain business under his name with offices in the Board of Trade Bldg.

The 500,000 bus. additional storage being erected to the Kansas City Southern Elvtr. operated by the Moore-Seaver Grain Co., is expected to be in readiness by Dec. 1. The total capacity of the plant will be 1,200,000 bus.

An amendment to the rules of the Board of Trade requires parties calling re-inspection on grain to pay the re-inspection fee and other expenses resulting from the call if the original inspection is sustained. If the grade is changed, the original seller must pay the charges.

An amendment to the rules of the Board of Trade, to be voted upon Nov. 27, provides that members of the exchange shall have the privilege of tendering grain of suitable grade to houses making bids to the country for grain to arrive. The grain may be here or en route to Kansas City, and in the latter case may be offered.

John North of North Bros., dealer in grain, hay, alfalfa and meal, has filed a petition of dissolution of a partnership that has existed for eighteen years. Mr. North states that William H. North, his brother and partner in the business, has been diverting business from the firm to another business of his own since August of this year. The petition also asks an accounting of the firm's books and the appointment of a receiver.

ST. LOUIS LETTER.

John L. Boland of the U. S. Grain Growers Sales Co. has applied for membership in the Merchants Exchange.

Arnold A. Thurnau of the Arnold A. Thurnau Grain & Feed Co., was married to Miss Ellen Bernice Phelps recently.

George F. Powell, pres. of the Merchants Exchange, has been elected a director of the Chamber of Commerce for two years.

L. Vanderhoofven has severed his connection with the Rogers Elvtr. Co. and will hereafter be in charge of the plant of the Security Elvtr. Co. at Guymon, Okla.

The Elmore-Schultz Grain Co. has moved from the first to the second floor of the Merchants Exchange, sharing offices with Tilghman A. Bryant, grain broker.

C. A. Johnson & Co., recently established at Chicago, have opened an office here with Wilbur B. Christian in charge. C. A. Johnson has applied for membership in the Merchants Exchange.

John S. Moffit of the Moffit-Napier Grain Co., and a member of the Merchants Exchange for about 45 years, is planning to make his home in California. He was the guest of honor at a dinner given by friends Nov. 9.

George M. Davis has severed his connection with the J. H. Teasdale Commission Co., with whom he has been associated for the last five years, and will hereafter represent the McClelland & D'Armond Grain Co. in Missouri, Illinois, Iowa and Nebraska.

A. B. Cole, a grain dealer for 25 years and a member of the Merchants Exchange for 44 years, died recently. He withdrew from the grain business in 1899 to assume charge of the mining interests of his father-in-law, but was well known among grain men thruout the country. At one time Mr. Cole was vice-pres. of the Exchange.

MONTANA

Broadus, Mont.—John Leno and Adam Berndt are now operating the flour mill here.

Lothair, Mont.—The elvtr. of the St. Anthony & Dakota Elvtr. Co., which was filled with grain, burned recently, the fire believed to have been caused by overheated machinery. The loss is insured.

Harlem, Mont.—The Big Flat Elvtr. Co. has completed a 17,000-bu. addition to its plant.—Harlem Mlg. Co.

Helena, Mont.—We have removed our offices from this place to San Francisco, Cal., where we will continue in the same line of business.—George S. Rheem Co.

Savoy, Mont.—The presence of mind of Claude Hewitt, mgr. of the Milk River Elvtr. Co., prevented a disastrous loss of property when an engine back-fired and ignited a can of gasoline standing in the engine room. Mr. Hewitt carried the flaming can of oil from the room, burning his right hand and arm severely.

Missoula, Mont.—We suddenly discovered that our seventeen-bin elvtr. which is used as a terminal here was unable to accommodate the car receipts. We phoned the Glasser Cons. Co. and on Oct. 20, two days later, a crew started excavating a conveyor tunnel for a 30,000-bu. addition with a slab foundation, 32x32, nine hopped bins and 45 feet of cribbing. With the roof on Oct. 31, it was receiving grain Nov. 3.—Missoula Mercantile Co., by J. Henry Wilson, grain dept.

NEBRASKA

Union, Neb.—L. G. Todd has been succeeded by W. H. Harding as mgr. of the Farmers Elvtr. Co.

Kearney, Neb.—J. B. Gibbons' elvtr. burned Nov. 9, causing a loss of \$70,000. Two men were slightly injured.

Aurora, Neb.—The new elvtr. of the T. B. Hord Grain Co. has been equipped with two Hall Signaling Grain Distributors.

Grand Island, Neb.—My office here has been closed all summer, but will be opened again soon.—J. M. Bedient, Wimbledon, N. D.

Kennard, Neb.—George A. Spelts of St. Charles, S. D., relieved me as agt. for the Nye-Schneider-Jenks Co. here.—M. L. Claton.

Cedar Rapids, Neb.—A Hall Signaling Distributor will be installed in the repaired elvtr. of Van Ackeren Bros. which burned recently.

Hastings, Neb.—I am now connected with the McDonald & Wyman Co. of Minneapolis as mgr. of their local office here.—R. W. Bohnifield.

Hebron, Neb.—A. C. Wagner is no longer a member of this firm, his interest being taken over by the other two members.—Hebron Grain Co.

Omaha, Neb.—Edward S. Westbrook, pres. of the Trans-Mississippi Grain Co., will become associated with the Bartlett-Frazier Co. of Chicago.

Omaha, Neb.—E. F. Otto has become connected with the Nebraska Consolidated Mills Co. He was formerly with the Wells-Abbott-Nieman Co.

Kinney, Neb.—The Farmers Union Co-op. Co. has repainted and repaired its elvtr., installed a new automatic water pump on the engine, and regreased the drive-way up to the elvtr.—John Watkins, mgr.

Cook, Neb.—It is reported that Alfred Vandenberg was the new mgr. of the Farmers Union Co-op. Ass'n, succeeding Fred Obermeyer. Mr. Obermeyer was second man here and Mr. Vandenberg has taken his place, but not as mgr.—A. Kuykendall, mgr.

Ohiowa, Neb.—This firm will overhaul in the spring but I don't think any machinery will be installed unless a fan mill. John Ahearn is not mgr. here as reported. He was hired, but could not come, so the company retained me.—Farmers Union Co-op. Ass'n.

Omaha, Neb.—The following officers have been elected by the Omaha Grain Exchange: S. S. Carlisle, pres.; Frank J. Taylor and C. D. Sturtevant, vice-presidents, and C. C. Crowell, Jr., treas. Mr. Crowell was elected a director and Messrs. Carlisle and Sturtevant were re-elected directors.

Sholes, Neb.—The elvtr. of the William Slaughter Grain Co. was remodeled. The plant was burglarized as reported of a 50-gallon gasoline barrel and about 30 gallons gas. The writer, an elvtr. man of 20 years' experience, was appointed agt. Oct. 1.—A. C. Glasser, agt. William Slaughter Grain Co.

Barney (Peru p. o.), Neb.—I am building an elvtr. for the Wilson Grain Co. It is a studded plant with 8,000 bus. capacity. It will be operated with an F-M 6-h. p. Oil Engine and the grain will be weighed on a 6-ton dump scale. The walls will be covered with 6-inch lap siding over shiplap and the roof will be of asbestos, asphalt composition.—C. S. Mort.

NEW ENGLAND

North Adams, Mass.—We are installing mixing machinery.—Berkshire Coal & Grain Co., Inc.

Waterville, Me.—A Hall Signaling Grain Distributor has been installed in the plant of the Merrill & Mayo Co.

Worcester, Mass.—The C. W. Bowker Co. retired from business Oct., 1922. D. Cotzin is its successor.—W. F. Little.

East Poland, Me.—The grain mill of Bailey Bros., which had recently been equipped with new machinery, burned a short time ago.

Gardiner, Me.—We expect to have our elvtr. and warehouse completed by Jan. 1.—Gray-Hildreth Co.—It was reported that the plant had already been completed.

Watertown, Conn.—Directors of the Farmers Co-op. Ass'n decided to take over the grain, milling and coal business of M. D. Leonard & Co., at a recent meeting. The deal will be consummated within a short time.

NEW YORK

Buffalo, N. Y.—The George Urban Mlg. Co. is planning the erection of a \$1,000,000 warehouse. Contract has been awarded.

Buffalo, N. Y.—Edward P. Wells has resigned as pres. of the American Elvtr. & Warehouse Co. He is also resigning as pres. of the Russell-Miller Mlg. Co., and the Wells-Dickey Co. of Minneapolis.

Buffalo, N. Y.—Spencer Kellogg, founder and pres. of Spencer Kellogg & Sons, was found dead in bed Nov. 14. Mr. Kellogg started in the linseed oil and oil meal business early in life and was one of the outstanding figures in the oil business. He established the first oil mill in Buffalo and the firm now has mills and agencies in the United States, Holland and Belgium. Mr. Kellogg was also head of the Kellogg Products Co. He was 71 years old at the time of death and is survived by his widow, three daughters and three sons, who were associated with him in business.

Auburn, N. Y.—We have taken over the elvtr. here formerly known as the Cady elvtr. and more recently operated by the Merchants Grain Co. of New York, as reported. Our wholesale offices will be moved to a building adjoining the elvtr., which has been remodeled and equipped for occupancy. Improved and up-to-date machinery is being installed in the elvtr. for the cleaning and mixing of grains. Warren H. Dean will continue in general charge of the business with associates, Alfred C. Wethey, supervisor of the loading stations thruout the state and in the West, and Erwin P. Cady, former mgr. for the New York house. Royal B. Dean, eastern representative for the firm, recently established headquarters at Providence, R. I.—B. A. Dean & Son, Inc.

NEW YORK LETTER.

R. A. Cade is offering his membership in the New York Produce Exchange for sale.

Members of the Produce Exchange voted Nov. 20 on the feed oats rule covering No. 1, No. 2 and Sample Mixed Feed Oats.

The following have applied for membership in the Produce Exchange: Raymond J. Barnes, Philadelphia and New York; A. R. Dennis, Bernard Harrington, Alfred J. Vedde, Leo Brager and M. J. Roe, New York; J. M. Dennis, Baltimore, Md.; Samuel Mincer, Chicago; Richard D. Patton, Springfield, O.

Members of the Produce Exchange voted Nov. 20 on an amendment to Rule 32, by the addition of Section 3 and 4 as follows: Section 3.—In case any cash grain contracted for special delivery be not delivered in accordance with the terms of the contract the purchaser shall notify the com'te on grain in writing of such default and the com'te on grain shall immediately direct the buyer in what manner to buy in the defaulted contract within the next 24 hours. No fictitious price shall be countenanced by the com'te but any legitimate loss resulting to the buyer from the transaction shall be paid by the party in default. Section 4.—Cash grain shall be considered in default in case margins properly called are not deposited in due course, and shall be subject to the procedure prescribed in Section 3 of this rule. The com'te on grain, if requested, will act as arbiter as to the correctness of margin calls.

An export department is to be added to the business of M. B. Jones & Co. Martin B. Jones, head of the firm, is a new member of the Chicago Board of Trade.

NORTH DAKOTA

Havelock, N. D.—Neupin & Kusler have purchased the elvtr. of the Havelock Equity Exchange.

Portland, N. D.—C. A. Dahl has been succeeded by D. Sparrow as agt. of the Farmers Elvtr. Co.

Maxbass, N. D.—The plant of the Farmers Elvtr. Co. is being overhauled by the T. E. Ibberson Co.

Lidgerwood, N. D.—Edward Wood, new head miller of the Lidgerwood flour mill, is having the plant overhauled.

Aneta, N. D.—A 935-foot spur has been erected to the mill and elvtr. of the Aneta Grain Co. at a cost of \$2,500.

Glenburn, N. D.—The plant of the Woodworth Elvtr. Co., which was damaged by fire some time ago, will be repaired.

Moselle (Wyndmere p. o.), N. D.—The Moselle Elvtr. Co. is the successor to the Farmers Equity Elvtr. Co. We incorporated into a stock company this summer with myself as mgr. and treas. and Gust Neeb of Sanborn, Minn., as assistant mgr.—Stanley Jackson, Moselle Elvtr. Co.

Grand Forks, N. D.—The state industrial commission has appointed C. E. Austin general mgr. of the state terminal mill and elvtr. Mr. Austin has been in the grain and milling business for many years. He was connected with the International Mlg. Co., the Intra-Provincial Mlg. Co. and the Maple Leaf Mlg. Co. of Canada.

Buffalo, N. D.—The Farmers Elvtr. Co. has awarded contract for the erection of a 35,000-bu. elvtr. to the T. E. Ibberson Co. to replace the plant burned Oct. 25. The elvtr. will be equipped with two legs, a double distributor, 10-ton dump scale, dump, 25-h. p. F-M Engine and a semi-automatic scale. It will be electrically operated.

Starkweather, N. D.—The Farmers Grain Co. has started work on its new elvtr. to take the place of the one burned. The T. E. Ibberson Co. is doing the work. Our elvtr. was not burned to any extent from the fire of the Farmers Grain Co. The only damage was to the paint on the south side of the plant.—Starkweather Co-op. Elvtr. Co., by H. B. Hoy, mgr.

OHIO

Cincinnati, O.—The Bunting & Hill Co. has gone out of business.

Groveport, O.—Two Hall Signaling Grain Distributors will be installed in the elvtr. being erected for William Leyshon.

Bigsprings, O.—I recently bot the elvtr. of the Bigsprings Hay & Grain Co. and am now in charge.—C. T. Hines, Bellefontaine.

Dephos, O.—Samuel Hessian, grain dealer, has filed a petition of bankruptcy with assets of \$139,650.73 and liabilities of \$119,571.10.

Horton (West Mansfield p. o.), O.—I. H. Bell is the successor of R. W. Hertenstein at the Horton elvtr. and I am mgr.—P. F. Chambers.

Toledo, O.—Rollin Wendth of C. A. King & Co., who has been in the hospital several weeks recovering from an operation, is now back at work.

Portsmouth, O.—The P. H. Harsha Mlg. Co. has been incorporated for \$75,000 by P. H. Harsha, R. N. Ruggles, P. B. Harsha and W. H. Harsha.

Toledo, O.—Early Bloom of Bowling Green, vice-pres. of the Randolph Grain Co. of this city, was elected Lieutenant Governor at the recent election.

Moline (Walbridge p. o.), O.—We are equipping our elvtr. here with a new sheller, also making a number of other improvements.—Elliot & Beasley, Stony Ridge.

Cincinnati, O.—August Ferger has been sued by John S. Shepard of New York, receiver for E. W. Wagner & Co., brokers, asking for the return of a canceled note and other papers which the plaintiff alleges had been put into the mails by mistake. The plaintiff says that he forwarded two checks and a note and 100 shares of stock under the impression that Wagner & Co. owed Ferger \$9,000.

Haviland, O.—W. S. Bricker, who recently took over the three elevators of the defunct Haviland Elevator Co., has appointed the following managers: P. B. Hopkins, Haviland, D. and Carl Lass, Tipton, and Howard Eitner, Worthington.

Toledo, O.—Thomson & McKinnon have taken over the branch office of Harris, Winthrop & Co. J. T. Mattemore will continue with Thomson & McKinnon. Alfred W. Mansfield, also with the company, has applied for membership in the Produce Exchange.

Cincinnati, O.—The following have been elected to membership in the Grain & Hay Exchange: Nieman & Nieman, H. N. Atwood & Co., C. A. Russell, C. J. Dils, C. W. Popp and the Perin-Brouse-Skidmore Grain & Milling Co. Thomas M. Dugan & Co. and Van Leunen Co. have resigned from membership.

OKLAHOMA

Chandler, Okla.—David Matheny and B. Burnett have bot a site at this place on which they will build a grist mill.

Shawnee, Okla.—The capital stock of the Central Oklahoma Milling Co., operator of an elevator, has been increased from \$100,000 to \$200,000.

Guymon, Okla.—L. Vanderhoofven, who has been with the Rogers Grain Co. for some time, is now agent for the Security Elevator Co., succeeding T. H. Wilson, who died recently.—Cal.

Oklahoma City, Okla.—The Scannell-Winters Grain Co. has been dissolved. Frank Winters has organized the Winters Grain Co. E. M. Cannell will be in charge of the Scannell Grain Co.

Oklahoma City, Okla.—Walter A. Barlow, an official of the Houston Mill & Elevator Co. of Houston, Tex., has become connected with the Oklahoma City Mill & Elevator Co. as assistant to the general manager.

Oklahoma City, Okla.—Herbert Osborn has severed his connection as chief chemist for the Oklahoma City Mill & Elevator Co. and will hereafter be associated with the Abilene Flour Mills Co. of Abilene, Kan.

Oklahoma City, Okla.—We purchased the stock of P. L. Jacobson in this company and Mr. Jacobson retired from the firm Oct. 1, as reported. Since the settlement with Mr. Jacobson and the severing of his connections with our company, he has seen fit to institute suit against the company for one and two-thirds months' salary claiming this to be balance salary due him under contract of one year which he claims he had and which we know nothing about.—Plansifter Milling Co., C. U. Connelley.

OREGON

Portland, Ore.—Frank C. Bowker, cashier of the Pacific Grain Co., and a director of the Chamber of Commerce, died last month after an illness of four months. He is survived by his widow, two sons, a brother and sister.

PENNSYLVANIA

Lansdale, Pa.—We have gone into the jobbing business and sell in carload lots only to dealers of grain and mill feeds.—F. J. Barndt & Co.

Philadelphia, Pa.—I have taken up with our Freight Traffic Department the question of the reported proposed erection of a grain elevator at Port Richmond and am informed by them that they know nothing whatever about it. In view of this fact, it seems to me that nothing of this sort is contemplated, as Port Richmond is one of our yards and our Freight Traffic Department would know of any addition to our facilities there.—John A. Kuder, Publicity Bureau, Philadelphia & Reading Railway Co.

SOUTH DAKOTA

Sturgis, S. D.—The elevator of the Rapid River Milling Co. has been reopened.

Morristown, S. D.—The Lee Elevator Co. is planning the erection of a 35,000-bu. elevator.

Colome, S. D.—An addition has been erected to the elevator of the Nye-Schneider-Jenks Co., doubling the capacity of the plant.

Winner, S. D.—Two Hall Signaling Distributors will be installed in the new elevator of the Rosebud Grain Co. being erected to replace the one that burned recently.

Mahto, S. D.—Business men of this city have formed an organization of which J. J. Bentz of Mobridge is president and W. B. Myler, secretary. They plan to operate an elevator and grain business.

Kimball, S. D.—We have reorganized with a capital of \$30,000 as reported. C. F. Winters is the general manager. The mill is not yet in operation, but expected to be in the near future.—Kimball Roller Mills.

Sherman, S. D.—The Farmers Elevator Co. has awarded contract for the erection of an elevator to the T. E. Ibberson Co. to replace the plant burned a short time ago. Work has already been started. The elevator will be electrically operated and equipped with G. E. Motors, a double distributor, wonder cleaner, 2,000-bu. Richardson Automatic Scale, Link Belt Silent Chain Drives, a 10-ton, 16-foot dump scale.

SOUTHEAST

Concord, Ga.—The elevator of R. F. Strictland & Co. has been equipped with a Hall Signaling Grain Distributor.

Montgomery, Ala.—The warehouse of the Hobbie Elevator Co. was damaged by fire last month. Loss, \$2,000, insured.

Valdosta, Ga.—Additional machinery for the manufacture of feedstuffs has been installed in the elevator of the Valdosta Mill & Elevator Co.

Eufaula, Ala.—The Eufaula Mill & Elevator Co. has been sold by court and is now being operated by Foy & Vance.—Foy & Vance, by S. O. Foy.

Port Wentworth, Ga.—S. H. Morgan of Guyton has purchased the plant of the Port Wentworth Mill & Elevator Co., of which Fred G. Beckman was proprietor.

Montgomery, Ala.—The brokerage business of John F. Pearson has been succeeded by the Pearson-Simpson Commission Co. Mr. Pearson will act as president of the new concern.

Mobile, Ala.—The people of Alabama approved an amendment to the state's constitution Nov. 7, which will permit the state to extend her credit for improving the sea port facilities at an amount not to exceed \$10,000,000. The erection of a 1,500,000-bu. elevator here is now being contemplated.

TENNESSEE

Hickman, Tenn.—The plant of the Hickman Milling Co. was slightly burned last month.

Covington, Tenn.—The grist mill and warehouse of Hagner & Owen burned Nov. 14 at a loss of \$7,000, almost all of which is insured.

TEXAS

Electra, Tex.—I. K. Williams, R. P. Prince and T. H. Parmley have incorporated the Farmers Elevator Co. for \$80,000.

Fort Worth, Tex.—A branch office of Dilts & Morgan of Kansas City, has been opened here with C. G. Wilkinson in charge.

Fort Worth, Tex.—The headquarters of the C. B. Simpson Grain Co. with offices at Quanah and Pampa, are now located here.

Austin, Tex.—The Quality Mills have incorporated for \$150,000 to operate an elevator, mill and warehouse. Incorporators: D. C. Reed, W. H. Dodson and E. H. Perry.

Houston, Tex.—Walter A. Barlow has severed his connection with the Houston Mill & Elevator Co. and will hereafter be associated with the Oklahoma City Mill & Elevator Co. as assistant to the general manager.

Wildorado, Tex.—We have purchased Lester Stone's Wildorado and Adrian Elevators and hereafter the business will be conducted under the name of H. H. Elam Grain Co.—H. H. Elam Grain Co., H. H. Elam.

San Antonio, Tex.—An elevator, having a double car receiving hopper with two legs with a capacity of about 4,000 bus. each, has been erected for the Pioneer Flour Mills by the Burrell Engineering & Construction Co. The building is 48 feet 8 inches square and 193 feet high. It is believed to be one of the tallest buildings in the city.

UTAH

Logan, Utah.—H. E. Perry, grain and flour dealer, who failed a short time ago, is reported as having been found guilty of issuing a \$100 check without funds. His affairs show that he owes some thousands of dollars and has about \$600 with which to pay.

Salt Lake City, Utah.—We note that our name does not appear on your list of grain dealers. This is probably due to the fact that this company was formerly the Nelson-Allred-Beckett Co. However, the early part of this year, we purchased the interests of Mr. Nelson and on July 1 the name was changed to the Allred-Beckett Co. We have two elevators, leased at Ririe and Malad, Idaho.—Allred-Beckett Co., by S. S. Beckett.

WASHINGTON

Toppenish, Wash.—The Toppenish Elevator Co. has ordered machinery for a starch making plant.

Chehalis, Wash.—Joseph Schuss of Hartman & Nathan has purchased the interests of W. H. Smith in the Chehalis Grain & Fuel Co., of which Mr. Smith was manager and treasurer. Mr. Schuss is acting for I. Blumauer of San Francisco, who is expected to take charge of the plant.

WISCONSIN

Blair, Wis.—F. E. Green has leased the Farmers elevator here and is planning the installation of a grinding mill.

Milwaukee, Wis.—An 80x140-foot one-story warehouse is to be erected to the plant of the Charles A. Krause Milling Co.

Two Rivers, Wis.—Schroeder's mill has installed a 250-bu. per hour capacity Sprout-Waldron Electric Feed Grinder. It replaces the steam operated grinder formerly used in the mill.

Milwaukee, Wis.—H. H. Franke of the Franke Grain Co. was married to Mrs. W. J. Allen recently. At the present time, they are honeymooning, but will be at home in Milwaukee after Dec. 1.

Sparta, Wis.—It is not known whether or not the elevator and feed mill of the Northern Milling Co. which burned Oct. 25, will be rebuilt. At the present time, an adjoining building has been taken over by the company, which is being used for the flour and feed business and as a grain warehouse. The company writes that a definite decision will be made in about thirty days.

Brodhead, Wis.—We have purchased the Brodhead City Mill as reported, and will equip same with new electric machinery thruout.—Fairman & Milks.—The newly organized Red Wing Milling Co. writes "We intend to equip a building with all new fixtures for grinding cornmeal, rye and buckwheat flour, besides our mixing dept, and commercial and custom grinding. We also intend to operate an elevator with our new business."

WYOMING

Newcastle, Wyo.—The capacity of the elevator of the D. J. Toomey Produce Co. has been increased 21,000 bus. by the addition of new bins. A mill and scale have also been installed in the plant.

Monticello, Ind.—The Farmers Elevator Co. has installed a radio receiving set to catch the quotations as broadcasted from various markets.

WE ARE wondering whether the present bull campaign is merely making a market for the surplus grain from other exporting countries and if the United States surplus will be left on the bargain counter later in the season. The government estimates the season's wheat crop at 810,123,000 bus., approximately 15,000,000 bus. more than in 1921. The department of agriculture reports 87,140 fewer cars of wheat inspected by licensed inspectors the country over from July 1 to Oct. 1, 1922, than for the same period in 1921. This at 1,500 bus. per car approximates 130,000,000 bus. wheat. Allowing for moderately heavier primary movement during October, the result would show over 100,000,000 bus. more wheat on the farms than one year ago. Europe in the meantime is being supplied with wheat from Canada and Argentina, and with prospects for a fair exportable surplus obtainable from India and Australia before long, it does not look encouraging for wheat prices later in the season.—A. L. Somers.

Feedstuffs

BURY, QUE.—The feed store of William Macauley burned Nov. 7.

YATES CITY, ILL.—Robt. M. Holt has started to operate his new feed grinding mill.

ALTAMONT, ILL.—Charles Schilling opened a feed store here, dealing in Purina feeds.

MOBILE, ALA.—Thomas J. McQuillen opened a wholesale feed, hay and grain store here.

LACENTER, WASH.—The Belkey feed business has been taken over by Finnigan Bros.

SEARCY, ARK.—Everett Hicks and S. A. Davis will open a wholesale feed store here.

WALWORTH, WIS.—The Walworth Lumber Co. has installed a feed mill in its elevator here.

WATERVILLE, WASH.—The Macdonald Grain Co. has installed a feed mill. A. R. Dickson is manager.

EUGENE, ORE.—E. E. Morrison is building a small feed mill; he has no elevator.—Kerr, Gifford & Co.

TULLAHOMA, TENN.—The Anchor Feed & Seed Co. has been sold by Emmet Brantley to Robert Bomar.

INDIANAPOLIS, IND.—John G. Brown and Boyle purchased the feed business of the Nowlin Feed Co. here.

PORT DOVER, ONT.—The Regal Poultry Feed Co., Ltd., has completed a new four story plant of 15,000 bus. capacity.

MEMPHIS, TENN.—The Crown Rice Mill & Feed Co. is erecting a \$100,000 mill here. J. D. Marks will be manager.

MONTREAL, QUE.—A permit for a \$10,000 grain drying plant has been taken by the National Breweries at one of its plants here.

PRATT, KAN.—The big storm we had early in November damaged my feed mill, alongside my elevator, about \$400.—J. H. Magruder.

OAKLAND, NEB.—The Corn & Alfalfa Feed Mill has been incorporated here to purchase, own and operate a forage grinder feed mill.

MILWAUKEE, WIS.—H. H. Ladish Co. expects to start operation of its plant early in December with a capacity of 160 tons per day.

MONTICELLO, MISS.—The McCormick Power & Development Co. is contemplating the erection of a feed mill near a water power site at this place.

WELSH, LA.—A company to manufacture stock feed from water hyacinths has been formed here by Monroe Davis and others. The capital stock is \$150,000.

CONWAY, ARK.—The Oglesby Feed Co.'s store burned Nov. 10 with a loss of \$5,000. The fire started in a load of hay which had been unloaded in the afternoon.

DUE to scarcity of feeds and the great demand for it, feed dealers in southwestern Oklahoma are selling feeds at 100 per cent more than prices in effect when there was no scarcity.

KIRKLAND, ILL.—G. W. Bank & Son are building a feed mill here. It will be completed in December and will have a grinding capacity of four tons per hour. Three motors, aggregating 70 h.p., will drive the machinery.

RICE LAKE, WIS.—Our elevator will not be leased to the Western Feed Manufacturers of Chicago. No deal has been made thus far.—E. Craites & Son Mfg. Co. (It was reported that the feed company had bot the plant to convert into a feed mill.)

GRANITE CITY, ILL.—The Union Starch & Refining Co. of Indiana purchased the plant of the bankrupt Temtor Corn & Fruit Products Co. here for \$1,000,000. The deal includes 35 acres of ground besides the plant. The company has a \$1,000,000 working capital with which to begin operations.

NORFOLK, VA.—T. O. Gwaltney of Abbott-Gwaltney Co., feed brokers, has withdrawn from the firm to go into business for himself. Joseph Voight has succeeded him as a director.

MERRIAM, KAN.—I have started in the feed and coal business here.—Glenn H. Frisbie. (Mr. Frisbie was formerly manager of the DeSoto Elevator Co., DeSoto, whose plant burned.)

MENDOTA, ILL.—The Daisy Feed Store is contemplating leasing an elevator here on the C. M. & St. P. tracks. It will be used to store, mix and grind feed. A. G. Bauman is proprietor.

ST. LOUIS, MO.—E. J. Kelly has opened an office in the Syndicate Trust Bldg. here to do a brokerage business in feed and flour. Mr. Kelly was formerly with Kelly-Erickson Co. at Omaha.

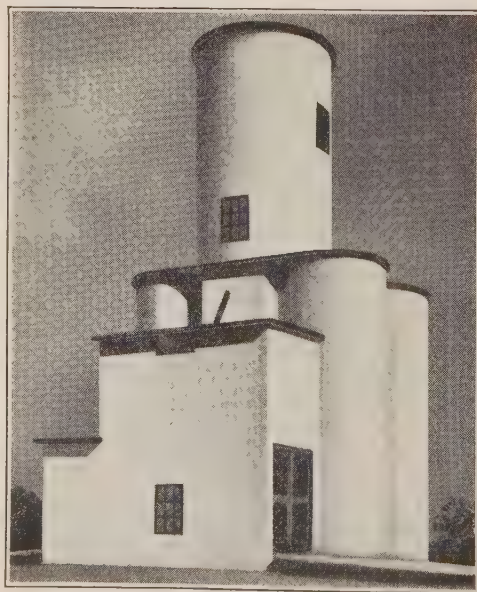
FORT DODGE, IA.—The plant here of the Quaker Oats Co. will be opened in the near future with improvements making it one of the largest in the country. The plant has been closed since the spring of 1921.

FOREST PARK, ILL.—The Acme Minerals Co. has let contract to the Burrell Eng. & Constr. Co. for a 40,000-bu. elevator here, and will later plan the construction of a feed mill and warehouse to adjoin the elevator.

DODGE CENTER, MINN.—We have just installed a new 24-inch double head feed mill at an expense of \$2,000. We gave a "five-sack free" demonstration at which several hundred sacks were ground with great satisfaction. Feed can be brot in open boxes, dumped and ground into feed and blown back into the boxes, saving a lot of labor.—E. E. Abbott, Dodge Center Elevator Co.

ST. LOUIS, MO.—Suit to compel the internal revenue collector here to refund to the receiver of the bankrupt Temtor Corn & Fruit Products Co. \$86,000 corporation income and profit taxes collected in 1920 has been filed by John F. Schafly, trustee in bankruptcy. It is alleged that the \$1,000,000 upon which the tax was collected was not really income but represented dividends from a fund taken from the capital stock of the company with the intention of inflating Temtor stocks on the market.

FEED IS POISON to farm stock when it contains wire nails, pieces of wire and tag fasteners. Many an indisposition of poor Bossy that ended fatally was due to the failure of the manufacturer of the mixed feed to remove all the foreign iron accidentally dropped into the contents. All up-to-date feed grinding plants, especially the larger establishments, are equipped with electro-magnetic separators of great power that draw out all the tramp iron; and farmers who purchase feed from concerns so equipped are getting a valuable insurance.



20,000-bu. Concrete Elevator of the Winfield Elevator Co. at Winfield, Kan.

Program of Horse Ass'n Meeting.

The Horse Ass'n of America will hold its third annual meeting at the Drake Hotel, Chicago, Ill., Dec. 6.

At 10:00 a. m. reports of officers, election of directors and other business will be held.

The afternoon session will open at 2 o'clock with a variety of speakers and a good fellowship seance. Robert McDougal, pres. of the Chicago Board of Trade, will speak on "The Relation Between Animal Motive Power and the Price of Grain." Geo. W. Dixon will address the assembly on "Forty Years with Horses in City Cartage." "Equipping 19 Million Horses With Up-to-date Togs" is the subject of John W. Gaver's address. Arthur B. Hancock will speak on "Horse Breeding Over There." The military use of horses will be the subject attacked by Brig. General Geo. V. H. Moseley.

At 7 p. m. guests will be served at the annual banquet, during which an orchestra will play the latest music. Entertainment will be furnished until 10 p. m. after which there will be dancing until midnight.

REPRESENTATIVE J. N. Tincher, of "Capper-Tincher" fame, who was re-elected to Congress, will ask congressional investigation of alleged efforts by grain exchanges to have him defeated. He charges that the exchanges raised a fund of \$25,000 and expended it in the interest of the opposing candidate.

THE American roads have been so over-regulated during the last score of years that they find it difficult to finance the cost of acquiring rolling stock and equipment necessary to keep pace with the ever-increasing industrial and agricultural needs of the country. It is safe to estimate that the car shortage levies a direct charge each year on both the producer and consumer of necessities of life which amounts to no less than the entire annual cost of administering its affairs of the federal government.—Herbert Hoover, sec'y of Commerce.

Concrete Elevator at Winfield, Kan.

One of the most substantial of the country grain elevators in Kansas is that recently completed for the Winfield Elevator Co. at Winfield, Kan., and shown in the engraving here-with.

The building is of reinforced concrete thruout, 74 ft. high over all. Its 9 bins have a capacity of 20,000 bus., four large bins running from the foundation slab up, with one bin over the work room and 4 smaller retail bins over the dump.

The ground around the elevator has been cleared up and there is very little grade to the driveway. Wagons are unloaded thru a combination truck and wagon dump. Corn is taken from the dump by a chain drag to the fan discharge corn sheller in the pit. The corn and cobs are elevated to the head house by a large steel leg equipped with 10x7 V buckets. An Invincible Corn & Cob Separator cleans the corn, which is weighed thru a Richardson Automatic Scale and spouted to any one of the retail bins over the driveway.

The grain in the retail bins can be loaded direct to wagons or spouted to a No. 8 Bowsher Grinder on the work floor. A small leg, equipped with 4x3 V buckets elevates the feed into the retail bins.

The second floor of the head house contains the Invincible Separator, and the first floor contains a distributor and the Richardson Scale.

The large elevator leg has a capacity of 1,500 bus. per hour. Power to drive the machinery is furnished by F.-M. motors.

The new elevator was erected by the Monolith Builders in place of an old elevator purchased some years ago by the Winfield Farmers Union of the Bartlett Grain Co. Newman Bartlett, manager, at that time, is retained as manager of the new house, and during the first four weeks of its operation ending Nov. 16 took in 24,000 bus. of grain.

Adulteration and Misbranding.

The Tyler Cotton Oil Co., Tyler, Tex., shipped into Kansas a quantity of cottonseed cake labeled "100 lbs. gross, 99 lbs. net." Misbranding was alleged because examination of 25 sacks showed the average weight to be 97.95 lbs. On a plea of guilty the company was fined \$50.

The Farmers Oil & Fertilizer Co., Texarkana, Tex., shipped from Texas into the state of Kansas a quantity of cottonseed cake which was misbranded for the reason that the cake was in package form without the contents being plainly marked on outside. Upon a plea of guilty a fine of \$50 was imposed.

The United Oil Mills, Hope, Ark., shipped into Kansas a quantity of unlabeled cottonseed cake which was misbranded. Misbranding was alleged because the food was in package form and was not plainly and conspicuously marked on the outside. On a plea of guilty the court imposed a fine of \$25 and costs.

The El Dorado Oil Mills & Fertilizer Co., El Dorado, Ark., shipped into Kansas a quantity of unlabeled cottonseed meal which was adulterated and misbranded. The article was invoiced at 41 per cent protein, whereas analysis showed but 38.65 per cent protein. On a plea of guilty the court imposed a fine of \$20 and costs.

The Steele By-Products Co., Birmingham, Ala., shipped into Georgia a quantity of peanut oil labeled: guaranteed analysis protein 30%, fat 6%, fibre, not more than 25%. Analysis by the Bureau of Chemistry showed the product to contain 26.3% protein, 4% fat and 33.4% crude fiber. On a plea of guilty the defendant paid a fine of \$50.

The El Dorado Oil Mills & Fertilizer Co., El Dorado, Ark., shipped into Kansas a quantity of cottonseed cake which was labeled "100 lbs. gross, 99 lbs. net." Sixty-five of the sacks were found to contain but 97.15 lbs. on an average and misbranding was alleged as a result. On a plea of guilty the company was fined \$20 and costs.

The Buckeye Cotton Oil Co., Greenwood, Miss., shipped into Michigan a quantity of cottonseed meal which was misbranded. The label stated that protein was 36 per cent, ammonia 7 per cent, whereas analysis showed but 4.96 per cent protein and 6.79 per cent ammonia. On a plea of nolo contendere the defendant was fined \$100 and costs.

The Mayo Milling Co., Richmond, Va., shipped into North Carolina 400 sacks of middlings alleged to be adulterated in violation of the Foods and Drugs Act. The shipment was labeled Mayo's Bull Middlings, and it is alleged that the shipment contained filthy, decomposed vegetable substance. Upon a bond of \$1,000 and payment of cost of proceedings the court released the shipment to the claimant.

The American Cotton Oil Co., Little Rock, Ark., shipped into Ohio a quantity of cottonseed meal which was misbranded. The label on the packages read "Guarantee protein not less than 36 per cent, ammonia, 7 per cent, fibre, not more than 14 per cent." Analysis showed that the protein was 32.22 per cent, 6.28 per cent ammonia, and 15 per cent crude fibre. A fine of \$50 and costs was imposed on a plea of guilty.

The Eastern Cotton Oil Co., Hertford, N. C., shipped to Virginia quantities of cotton seed meal, part misbranded, and part adulterated and misbranded. The tag on shipment showed: Perfection Cotton Seed Meal, 100 lbs." Examination of 30 sacks showed the weight to be 8.24 and 97.76 lbs. on an average, with protein 39.5 per cent and 11.51 per cent of crude fiber, whereas the label stated 41 per cent protein and ammonia 8 per cent. On a plea of guilty the defendant company was fined \$30 and costs.

The Chickasha Cotton Oil Co., Altus, Okla., shipped into Kansas a quantity of cottonseed cake or meal labeled, "Guaranteed analysis, ammonia not less than 8½ per cent, protein not less than 43 to 45 per cent, crude fat not less than 7 to 9 per cent, crude fiber, not more than 9 to 11 per cent." Analysis by the Bureau of Chemistry showed that there was but 8.02 per cent ammonia, 41.23 per cent protein, 12.25 crude fiber and 6.21 per cent crude fat. On a plea of guilty the defendant was fined \$50 and costs.

The Planters Cotton Oil Co., Ltd., Natchitoches, La., shipped into Kansas a quantity of cottonseed cake labeled: 100 pounds gross, 99 pounds net, protein 41%, oil or fat 6%, crude fiber not more than 12%. Analysis by the Bureau of Chemistry showed that the net weight of 63 sacks was 92.12 pounds average, protein 37.25%, crude fat, 5.10% and 16.21% of crude fiber. Misbranding was alleged on the above facts and that the packages were not plainly marked on the outside. Defendant pleaded guilty and a fine of \$100 was imposed.

The Vidalia Oil & Ice Co., Vidalia, La., shipped into Kansas a quantity of cottonseed meal and cake labeled: 100 pounds gross, 99 pounds net, fat ammonia 8%, protein 41%, nitrogen 6½%, fibre, maximum 10%. Analysis by the Bureau of Chemistry showed that there was present 13.17% fibre, 38.16% protein, 6.10% total nitrogen and 41% total ammonia. The net weight of sacks

was from 94.75 pounds to 98.27 pounds. Misbranding was alleged on the above facts and that the packages were not plainly marked on the outside. On a plea of guilty the court imposed a fine of \$150.

Black & Co., Macon, Ga., shipped to Florida a quantity of cottonseed meal labeled "100 lbs. Cotton Seed Meal, manufactured by Black & Co., Macon, Ga." The shipment was seized and condemned because adulteration of the packages was charged for the reason that a substance deficient in ammonia and protein had been mixed and packed in the shipment. The shipment did not have the required per cents of protein and ammonia. The shipment was sold as fertilizer and the proceedings dismissed, when the Central Oil Co., Macon, Ga., appeared as claimant.

Freight Claim Policy of the C., B. & Q. Railroad.

By Owen L. Coon.

No railroad is today pursuing a more unjust, unfair freight claim policy than the C., B. & Q. RR.

In the first place they refuse to acknowledge their liability for decline in market on cars negligently delayed. No matter how long the car may have been in transit, no matter how excessively delayed, there is no admission of liability on its part even though all the laws on the subject holds the carrier liable for decline in price during a negligent delay.

In the second place, the "freight service inspectors" whom they send to call on shippers resort to gross misrepresentations which are crude to anyone with legal knowledge, but to a shipper busy with the operation of an elevator and knowing little of his legal rights, are so alarming that they cause the acceptance of unfair settlements in many instances.

A fair sample of these incorrect statements is one to the effect that in the trial of a case the shipper must come to Chicago with all his records and spend days in the trial of the case which if he wins will be appealed. This is the worst kind of misrepresentation. A very few simple questions and before a notary in the shipper's own town is all he needs to do in the trial of his case. Fortunately, the railroads do not control the law in this country as yet!

In the third place, the same freight service inspector making the statements above referred to offered in one instance coming to my attention the large and munificent sum of ten per cent of the correct amount of the shortage claims under discussion. Bear in mind these negotiations are behind the back of the attorney for the shipper to whom the railroad representative would never have made such an unfair proposal. Shippers would do well to consult any attorney handling claims for them before becoming confused as to the merits of such claims from statements made by apparently unreliable representatives.

Such treatment is not only unfair; it smacks of the public be damned attitude of 1890, that has been the cause of so many railroad troubles in the past. Some time, probably, railroad executives will come to realize that they must show the fair dealing to the public which they themselves desire and need for the success of their own organization.

Until they realize this, however, the shipping public must protect its rights by routing shipments at the first available junction point against such carrier in favor of another railroad. No weapon is more effective to secure a fair deal than routing your shipments in favor of the carrier that gives you reasonable treatment in return, not evasion and subterfuge. A railroad that trifles with your rights such as the C., B. & Q. is doing now is not entitled to any routing that can be taken from it.

THE MINNEAPOLIS Chamber of Commerce has been granted an indefinite continuation of the restraining order issued by the United States district court against the enforcement of the Grain Futures Act, pending the outcome of the action commenced by the Chicago Board of Trade.

Supply Trade

Chicago, Ill.—Charles M. Briggs has been appointed advertising manager of the Fairbanks-Morse Co.

St. Louis, Mo.—Application has been made for an injunction to prevent the reorganization of the Wagner Electric Co.

Philadelphia, Pa.—W. W. Sayers, of the Link-Belt Co., has been promoted to the position of chief engineer of the company's Philadelphia Works and Eastern operations. Mr. Sayers for many years represented the company in the Chicago territory.

Chicago, Ill.—Plans have been completed by the Citizens Com'te to Enforce the Landis Award for the starting of an advanced class of journeymen carpenters at the free trade school. It will be followed by an apprentice class in carpentry.

Chicago, Ill.—For many years the Link-Belt Co. has been issuing a large wall calendar. The 1923 calendar will be ready for distribution early in December. Readers of the Journal can obtain a copy of this calendar by addressing the company, on their business letterheads.

Portland, Ore.—The Northwest Engineering & Equipment Co. has taken over the Sprout Waldron & Co. agency for the Pacific Coast. E. S. Scott, formerly with the Portland Flour Mills Co., is associated in the firm with H. G. Conover, who established the company three years ago.

Chicago, Ill.—The Illinois Manufacturers Ass'n has asked its members to protest to Governor Small and the Illinois Board of Pardons and Paroles against the application for pardon for Edward E. Graves, pres. of the Upholsterers' Union, and Roy Hull, business agent, convicted of slugging.

The American Engineering Standards Com'te has approved the following: A1-1922 Portland Cement, Specifications and Tests for—American Standard American Society for Testing Materials C 9-21 and C2-1922 Electrical Safety Code ("National Electricity Safety Code")—American Standard, Bureau of Standards C 54.

The Federal Trade Commission's right to prohibit false advertising in connection with the sale of commodities in interstate commerce was upheld by the decision of the Federal Circuit Court of Appeals, Nov. 6. The commission's order was entered against a manufacturer of salt used for livestock, because the salt did not contain ingredients claimed in the advertising.

Determination of Origin of Flaxseed.

The determination of the origin of flaxseed is a matter of importance, for the oil content, rapidity of drying impurities, etc., differ considerably according to the country from which the linseed comes, states P. Filter in *Die Landwirtschaftlichen Versuchsstationen*.

In his research the author directed his effort chiefly in investigating the linseed which comes from the principal sources of the world—Argentina, British India, North America and Russia, and a few others.

A series of tests showed the fat content and water content in various countries as follows: Argentina, 39.68% and 4.96%; United States (Minnesota), 39.12 and 4.54; Canada, 38.42 and 4.50.

The total number of weed seeds found during the test numbered 141 different species. The weed seeds chiefly found in United States and Canada seed are: *Grindelia Squarrosa*—*Helianthus annuus*—and *Sisymbrium Sinapistrum*. The two first species are exclusively North American, while the third is found also in Russia. The accessory species are *Erysimum orientale*, *Polygonum Convolvulus*; other species of *Convolvulus* and *Cuscuta Epilimum* are absent.

SENATORS CALDER of New York and Frelinghuysen of New Jersey who were radically in favor of Federal Governmental regulation of the coal trade, went down to oblivion in the November election. Senator Reed of Missouri, who made a most able speech in the Senate demonstrating that our supplies of coal were so abundant that all the industry needed was the free play of supply and demand, was re-elected.

Seeds

CHICAGO, ILL.—H. A. Shoals & Co. recently incorporated for \$20,000 to deal in seeds, plants, trees, etc.

CHICAGO, ILL.—John S. Pye, formerly of Pye & Pye, dealers in beans and feeding peas, is now associated with the Illinois Seed Co.

BATTLE CREEK, MICH.—E. R. Thomas has purchased the seed business of C. B. Powers here. Mr. Thomas was formerly employed by C. B. Powers.

RICHMOND, VA.—The Altavista Seed & Feed Co. has been incorporated for \$50,000 to deal in seeds and feeds. H. L. Lane is pres., C. B. Perrow, sec'y, J. T. Perrow, director.

SANTA BARBARA, CAL.—Henry Fish Seed Co. has completed a large and well equipped seed warehouse here. The headquarters of the company will be here, but they will operate also their plant at Carpinteria.

MADISON, WIS.—Wisconsin has produced a good crop of clover seed. The estimated production is 294,000 bus., which is 9,000 bus. above the 5-year average and 40% greater than the crop of last year.—State and Federal Crop Reporting Service.

BUHL, IDA., held its first annual seed show Nov. 11, and had on exhibit a large number of displays of various locally grown crops. Premiums were awarded on corn, wheat, oats, barley, potatoes, pop corn, alfalfa seed, red clover seed, white clover seed and alsike. The event promises to become an annual one.

IDAHO will hold its 1923 State Seed Show at Burley, January 9 to 12. Exhibits from all parts of the state will be on display and demonstrations will be given in the matter of corn selection. Model seed and dairy farms which will be at the International Hay & Grain Show at Chicago, will be brot to the Idaho show for exhibition.

MILWAUKEE, WIS.—We have experienced a very fine trade on all field seeds this fall, particularly alsike red clover and white clover. Markets have shown a very steady advance with no setbacks. We are very optimistic about the future and look forward to a very large trade thruout the winter and spring months.—North American Seed Co.

"SEED KNOWLEDGE at a Glance" is a white card, 8½x10½ inches in size, being distributed by the Plant Seed Co. of St. Louis, Mo. It gives the following information regarding clover seed, millets, grasses and miscellaneous other seeds: weight per bushel in pounds; pounds to seed an acre; time for seeding; average number of seeds to pound and average yield per acre.

CLEVELAND, O.—The Kendel Seed Store and the Wilson Bird Store have been merged into

one company. The two businesses will be operated separately under the management of Harold I. Stitt. C. E. Kendel will act in an advisory capacity for both the new manager and the old customers of the Kendel Seed Store. The Kendel Seed Store has been in business here for 83 years and the Wilson company for 52 years.

LANSING, MICH.—The reported yield of 1.6 bus. per acre is less than the figure based on condition last month, but considerably better than the yields in most of the other important clover seed states. The average for June clover is around 1.25 bus., the state average being increased by the greater yields of mammoth, alsike and sweet clover. From present prospects, the total production will be around 230,000 bus., as compared with 166,000 bus. last year.—V. H. Church, statistician.

COUNCIL BLUFFS, IA.—The seed trade conditions are very satisfactory with us. This refers to seed corn of all descriptions, including dent, field, flint, sugar and pop corns. While hot winds cut our crop somewhat, the injury was not serious and the quality as it comes from the fields day after day is excellent. The jobbing trade is placing its contracts for next spring delivery and we look forward to increased business over the past few years.—Council Bluffs Seed Co., D. W. Thayer, mgr.

VERNAL, UTAH.—The Western Seed Growers' Marketing Co. of Salt Lake City may establish an alfalfa seed cleaning plant here. A proposition has been made to the growers in Sunny Ashley Valley, near Vernal, and if accepted will result in the erection of a plant similar to the one which the company already operates at Myton. Such a plant will save thousands of dollars in freight for the growers as only cleaned seed would be shipped from the plant. Northrup-King & Co., Minneapolis, is backing the organization.

MONTREAL handled 142,000,000 bus. of grain up to Nov. 10, breaking its own record of last year of 138,000,000 bus. Before the year is up it is expected to increase the total to 155,000,000 bus.

THE GROWING tendency in other agricultural countries to resort to pooling systems in order to wipe out the futures market will find its reflection in Argentine trade, says the *Times of Argentina*. Argentina has increased in wheat acreage 25 per cent in the last year, and has thus far been spared any serious disaster as a result of the pooling tendencies.

DIRECTORS of the Liverpool Corn Trade Ass'n have issued a notice to the effect that in the event of a short seller defaulting, the directors will fix a settling price, such price to be based upon the merchantable value of the wheat. This will prevent the cornering of the Liverpool market by large interests who might absorb practically all tenderable wheat in the port.

CHLOROPICRIN exerts an influence on the germinability of seeds which varies considerably according to the kinds tested, the dosage employed, and the duration of the treatment. Legumes, flax, etc., are little if at all affected, tho germination is considerably reduced in beet and more so in the cereals, states E. Miede, in *Agricultural Gazette of Canada*. The impairment may amount to 30 per cent or more in wheat.

STATISTICS showing the value of an acre of Iowa corn land from 1892 to 1922 and the division of it between land and labor are charted by H. A. Wallace in *Wallace's Farmer*. Labor charges were stable until 1900, increasing slightly until 1916. Large advances in the price of the land from 1916 to 1920 showed that land's share of the value increased over that of labor. From 1920 to 1921 the value of land decreased and labor's share of the value increased until from 1921 to date, labor absorbed everything, leaving nothing as land's share of the value.

Grain Carriers

THE SOUTHERN Railway has embargoed grain destined to Export Elevator Dyke yard East St. Louis, Ill., account of elevator fire.

AT BAIRD, Ont., recently a rear end wreck on the Canadian National Ry., spilled 15,000 bus. of wheat over the right of way when cars were smashed.

THE ST. LOUIS and San Francisco Ry. will build in the early part of 1923, 138 miles new railroad thru Oklahoma. Cost of construction is estimated at \$5,000,000.

THE INTERSTATE Commerce Commission approved the application of carriers for permission to reduce rates on beans and rice from Pacific coast points to eastern destinations.

THE ERIE has embargoed all eastbound freight from all connections, including freight originating within switching limits, destined stations east of Rutherford, N. D., on the Erie.

D. L. & W. has embargoed all eastbound freight, including freight received from switching movement, from all connections, at all junctions for all destinations beyond the rails of the D. L. & W.

SHIPMENTS of bulk grain at Baltimore, except for delivery on team track and Mount Clare elevator, have been embargoed by the B. & O. Ry. No export grain will be accepted without a permit.

PORT ARTHUR, Canada, had 23 vessels in port Nov. 18, 15 of which were loading grain. Twelve of the ships cleared the port Nov. 19, carrying 3,225,000 bus., the largest single day shipment by water this year.

SIOUX CITY, IA.—Action against the Great Northern and Northwestern Railroads has been started by terminal grain companies here, to recover \$30,000 overcharged on freight from this market to the Pacific coast.

UNITED STATES lake vessels can load grain at Fort William and other Canadian points for winter storage by permission of the Canadian government. It will be necessary for the vessels to remain in Canadian ports until spring.

THE BARGE, G. F. Bass, sank crosswise the barge canal at Rochester, while loaded with 11,000 bus. of grain. It was bound from upper lake ports to New York City and when it sank, traffic was delayed until it was removed.

READJUSTMENT of freight rates on grain and grain products from Iowa to southern points is being sought by the Greater Des Moines com'te from the Interstate Commerce Commission. It is charged that present rates favor southern shippers.

GRAIN to the amount of 37,665 bus. has been libeled by the Cleveland Cliffs Iron Co. for delay in unloading. The grain was taken on its steamer Ishpeming. It is charged the ship was held in port almost nine days, \$8,500 demurrage accruing.

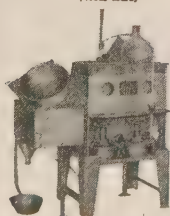
ORDERS have been given to eastern roads to return to western lines, 1,000 cars per day until the order is changed. The order went into effect Nov. 14 and is additional to orders already in effect that all cars belonging to western roads on eastern lines be returned.

FORT WILLIAM, ONT.—The draught for boats on the St. Mary's river has been reduced to 10 feet, due to low water below the docks, states the Lake Shippers Clearance Ass'n. This means a further reduction in the loading of boats and an increase in transportation difficulties.

DISCRIMINATION against wheat in Union Pacific cars is being practiced at Kansas City, Mo., due to that road being more strict than others regarding reloading of its equipment. Some buyers will not touch the wheat in the road's cars, and others are discounting it 10 cent per bushel.

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Seed Trade Reporting Bureau
1018 So. Wabash Ave., CHICAGO

W. P. TRICKETT, managing director of the Minneapolis Traffic Ass'n, has tendered his resignation to become effective not later than Jan. 1. He will become general manager of the McDougall Terminal Co., of Duluth, operating boats to lower lake ports.

THE PENNSYLVANIA Railroad placed an embargo, Nov. 13, on grain for export via Philadelphia. To ship grain, authority must be obtained from R. C. Morse, supt. frt. trans., Broad St. Station, Philadelphia, Pa., and waybill card must bear his authority number.

CHANGES in rates and transit privileges on grain from points in Illinois on the Illinois Central Railroad to New Orleans, La., for export to Cuba, effective Dec. 1, have been announced by Charles Rippin, traffic commissioner of the St. Louis Merchants Exchange.

THE EMBARGO on grain for export to the Port Covington elevator, Baltimore, Md., has been modified to permit acceptance of grain originating at stations on the Western Maryland Ry., C. W. Va. Ry., East Berlin Ry., Hagerstown & Frederick Ry., and the Emmetsburg Ry.

THE NORTHERN Pacific, Great Northern, Soo Line and Union Pacific railroads are to receive 625 cars daily from other eastern and western roads, according to an order issued by the Interstate Commerce Commission. The cars will be used to relieve congestion of grain in the northwest.

INITIAL carriers in Nebraska are held liable for damages to shipments and penalization for failure to settle claims within sixty days, ruled the Supreme Court of the United States Nov. 12. That part of the law which imposes counsel fees upon the carrier was declared unconstitutional.

THE ILLINOIS Central Ry. in a pamphlet on car shortage states that its road has added \$14,000,000 equipment of new cars and locomotives up to October this year and since then has purchased 75 large locomotives additional. The road is handling more freight than ever before in its history.

MONTREAL's grain shipping season is closing; the lower St. Lawrence river will close Nov. 25 and already shipping from the port has dropped to 600,000 bus. a week. Rates have dropped from 17 cents to 9 cents. The barge canal carried 926,000 bus., at the rate of 10 cents, a drop from the 12 cent rate formerly in effect.

THE INTERSTATE Commerce Commission will hold a hearing starting Dec. 11, on an application by the Kansas Railroad Commission for a second reduction in the rates on grain, grain products and hay. Minnesota, North Dakota, South Dakota, Nebraska, Iowa and other states have joined with Kansas in making the appeal. No specific reduction is asked.

UNDUE PREFERENCE for Minneapolis and Duluth was found by Examiner Gaddess on complaint by the Milwaukee Chamber of Commerce against Minnesota grain rates, in case No. 13516. He suggested that the discrimination be removed by raising the intrastate rates from Southern Minnesota and Northern Iowa to Duluth and Minneapolis.

THE INTERSTATE Commerce Commission in No. 13022, W. P. Devereaux Co., v. Director-General, as agent, ordered adjustment of charges and complaint dismissed. Rates on hay, feed, bran and shorts from certain points in Washington to specified destinations in Montana were found applicable, except that one shipment was overcharged and another undercharged.

CHAMBERS of commerce of Boston, Mass., and Troy, N. Y., held a meeting recently to investigate the possibility of the establishment at Troy of a water and rail route terminal which would facilitate the shipment of grain from the west to the entire New England territory. The erection of grain elevators and warehouses is contemplated, making possible the transfer to New England railroads the freight eastbound over the New York State barge canal.

THE PHILADELPHIA and Reading Railroad has placed an embargo on all shipments of wheat, effective Nov. 11, originating in Maryland and Delaware, consigned to Port Richmond and Port Richmond elevator, Philadelphia, on account of the accumulation of damaged wheat caused by being wet and heated and containing vermin, requiring treatment. Permits for shipments are given by A. T. Owen, 611 Reading Terminal, Philadelphia, Pa.

THE WEIGHTS and measures act in Texas allows for the effect of atmospheric conditions was the decision of the Court of Criminal Appeals in Texas recently when E. R. Humphrey, general manager of the Great West Mill & Elevator Co., Amarillo, Tex., was discharged on a charge of short weight. Evidence introduced showed that evaporation of moisture in feeds and flours made it impossible to manufacture it not subject to slight fluctuations. Mr. Humphrey was said to have sold a sack of flour weighing 47 lbs. 13 ounces, violating the law providing a standard weight of 48 lbs.

Application of Proportional Rates in Western Trunk Line Territory.

Following the conference of shippers and the Western Trunk Line Com'te with Director Hardie of the Interstate Commerce Commission at Chicago Oct. 25, Chairman E. B. Boyd on Nov. 9 sent out the final draft of the proposed regulations, which probably will be adopted.

Part II contains the usual policing rules.

Part I contains the tariff rules, following, in full:

Application of Proportional or Reshipping Rates.

Subject to the rules and regulations published in Tariff No. (See below A) the proportional or reshipping rates named herein will apply subject to minimum rates as per Item (See below D) on shipments of commodities included in Item (See below B) under the following conditions:

(a) When such shipments originate at points (other than those named in Item (See below C)) and are stopped at the latter points, rehandled, reshipped, stored, mixed or blended, or manufactured into products listed in Item (See below B). Such products may include ingredients (other than those listed in item (See below B)), originating locally or beyond, and subject to the percentage restrictions as named in said item.

(b) When such shipments are forwarded from original country stations on or after effective date of proportional or reshipping rates named herein.

(c) When charges on the inbound shipment are paid at the rates applicable to interstate traffic. Note: when origin and destination is wholly intrastate, the intrastate rates will apply.

Through Shipments.

The proportional or reshipping rates named herein will also apply subject to minimum rates as per Item (see below D) on any continuous through shipments leaving points of origin (other than those named in Item (see below C)) on and after the effective date of this tariff and on which shipments no published through rates are applicable.

Time Limit.

These rates will not apply on commodities which have been stopped, rehandled, stored, mixed or blended, reshipped or manufactured, unless reforwarded within one year from the date of the inbound freight bill.

If forwarded after the time limit prescribed herein has expired, local rates will apply.

A—Make reference to tariff carrying the rules shown in Part Two. (Policing Rules.)

B—List of commodities on which proportional or reshipping rates will apply.

C—Name points from which proportional or reshipping rates apply; it being understood that where one tariff provides for proportional rates applicable from different groups of origin, such as southwestern Missouri River points; Council Bluffs, Omaha, or Sioux City, provision can be made, where desired, for the application of proportional rates from any one of said groups on shipments originating at other groups.

This not to authorize application from a point in one group on shipments originating at another point in the same group, i. e., rates from Kansas City not being applicable on shipments from St. Joseph, or vice versa; and rates from Council Bluffs not being applicable on shipments from Omaha, or vice versa.

D—Refers to minimum rates.

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Each of its 204 pages of linen ledger paper, size, 8 1/4 x 13 3/4 inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners. Order Form 43.

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Grain Dealers Journal
309 So. La Salle St., CHICAGO, ILL.

AFFIDAVIT OF WEIGHT

This form is used to make a sworn statement of the amount of grain loaded into a car.

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....., being duly sworn, on his oath, says that on the day of 192..., he, acting as agent for at in the State of carefully and correctly weighed draughts on Hopper, Automatic, Wagon, Track Scales amounting to lbs. equal to bushels of No. and loaded direct or thru bin to car No. Initial for shipment to Messrs at in the State of and that said car was in condition and properly sealed when delivered to the Railroad; with space for notary public.

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Supreme Court Decisions

Duty to Minimize Damages.—A buyer of corn was bound to minimize its damage from the seller's failure to deliver by purchasing in the open market corn to fill its alleged orders, if possible.—*Mexican Importing & Exporting Corporation v. Leonhardt*, Supreme Court of Louisiana, 92 South. 602.

Trademarks.—The word "happy" is in its nature such that it cannot be exclusively appropriated for a trade-mark or trade-name, with the result that, though complainant first used it in the name of its hen feed, defendant, who thereafter used it in the name of its horse and mule feed was not required to desist on complainant later producing a horse and mule feed and using such word in its name.—*Alfocorn Milling Co. v. Edgar-Morgan Co.* U. S. Circuit Court of Appeals, 282 Fed. 394.

"About" Permits only a Reasonable Variation in Number of Bushels.—Where plaintiff contracted to deliver about 1,350 bushels of black amber cane seed, the use of the word "about," without any other explanation in the contract, will require the delivery of the specific quantity within a reasonable limit; the quantity expressed, though qualified by the word "about," being material and controlling, subject to reasonable variation.—*Pierce v. Miller*, Supreme Court of Nebraska, 187 N. W. 105.

Consignee Entitled to Dispatch Money.—A consignee is liable for demurrage, and its right to collect dispatch money is reciprocal, and may be enforced in a proceeding in rem. Under a charter party providing that cargo should be taken from alongside by consignee "as quickly as steamer can deliver, but in no case at less than 800 tons per working day," and for "demurrage at the rate of \$48 (.16 dispatch) per gross registered ton of steamer," the provisions for demurrage and dispatch held reciprocal and the consignee entitled to recover dispatch money for time saved by receiving cargo at a faster rate than 800 tons per working day.—*The Corvus*, U. S. District Court, Maryland, 282 Fed. 939.

Attachment of Proceeds of Draft.—In an action in which the plaintiff attached proceeds of draft, and in which a bank intervened, claiming title thereto, evidence held to warrant instruction that, "Where a bank takes a draft for value and without notice, it becomes, prima facie, the owner, but where there is an agreement between the bank and the person from whom the draft is acquired that the bank shall have the right to charge back the amount, if the draft is not paid, by express agreement, or one implied from the course of dealing, and not by reason of liability as drawer, the bank is an agent for collection, and not a purchaser."—*J. W. Mangum v. Mutual Grain Co.* Supreme Court of North Carolina, 114 S. E. 2.

Refusal to Obey Is Remedy against Void Government Regulation.—There is no implied promise by the United States, which is necessary to sustain a claim under Judicial Code, § 145, to pay the losses sustained by a coal producer by selling its coal at the price fixed by the fuel administration, under Act Aug. 10, 1917, § 25 (Comp. St. 1918, Comp. St. Ann. Supp. 1919, § 3115½(d)), to consumers thereby designated, though it could have made greater profits by selling to others at an increased price, regardless of whether the price regulation was valid or void; the producer's remedy against a void regulation being by refusal to obey it.—*Morrisdale Coal Co. v. United States*, Appeal from Court of Claims, Supreme Court of the United States, 42 Sup. Ct. Rep. 481.

Bailee Liable for Delivery of Goods Without Payment.—Where seller shipped goods consigned to its own order, delivered draft on buyer with BS/L attached to a bank, and received the amount thereof or credit therefor from bank, and the bank, on buyer's refusal to accept the goods unless delivered without payment of draft because of seller's indebtedness to buyer, delivered BS/L to defendant, with instructions to surrender BS/L, accepting delivery from carrier, and store goods in warehouse, the defendant, in action for conversion by the bank by reason of delivery of goods to buyer without payment, held not entitled to judgment on the pleadings by reason of plaintiff's admission, on

the ground that seller had refunded amount of draft to bank remaining in possession of the draft.—*Yokohama Specie Bank v. Geo. S. Bush & Co.* Supreme Court of Washington, 209 Pac. 676.

Arbitration.—A seller of cane seed to be delivered in sound, strong bags committed a breach of the contract by including a part of the shipment in bags which did not comply with the contract, and the sacks were not tagged as required by statute. The buyer rejected the entire shipment. Both parties were members of a grain dealers' association, the constitution and by-laws of which provided that the members would submit differences arising between them to an arbitration committee whose award should be according to "justice and equity." Held that while under the technical rule of law the buyer was entitled to rescind, he was bound by the award, the breach of the contract being unintentional, and the seller having made a timely offer to resack the shipment in bags conforming to the contract, and there being no evidence of partiality, fraud or misconduct on the part of the arbitrators.—*Panhandle Grain & Elevator Co. v. Dorsey*, Court of Civil Appeals of Texas, 242 S. W. 255.

Suit against Initial or Delivering Carrier.—Where goods have been delivered to a carrier to be delivered at the point of destination upon the lines of a connecting carrier, and where suit to recover for damage to the goods in transit is instituted against the terminal carrier a prima facie case of liability is established against the terminal carrier, upon proof of delivery of the goods to the initial carrier in good condition, and of their delivery at the point of destination in a damaged condition. This prima facie liability is not rebutted by proof that the goods were damaged before their receipt by the terminal carrier, in the absence of proof which shows with some degree of certainty and definiteness the extent of the damage. The particular facts necessary to establish the extent of the damage to the goods when received by the terminal carrier being more accessible to it than to the plaintiff, the burden is therefore cast on such carrier to establish the extent of the damage to the goods when received by it, rather than upon the plaintiff to establish the extent of the damage, if any, to the goods after their receipt by the defendant. See, in this connection, 3 *Hutchinson on Carriers*, § 1348; *Way v. Southern Ry. Co.*, 132 Ga. 677, 64 S. E. 1066. From the above ruling, it follows that, in a suit against the terminal carrier to recover for loss or damage to goods received at the point of destination in a damaged condition, it would have been error for the court to charge, as contended by the defendant, that, where the proof shows a partial damage to the goods while in the hands of the initial carrier, the latter carrier, is presumed to have caused the whole damage, in the absence of proof to the contrary.—*Lewis v. Joyner*, Court of Appeals of Georgia, 113 S. E. 829.

Acceptance of B/L Dated After Expiration of Contract Time.

O. W. Cook & Co., Columbus, O., plaintiffs, v. Taylor & Bournique Co., Milwaukee Wis., defendants, before the Arbitration Appeals Com'ite of the Grain Dealers National Ass'n, composed of Elmer Hutchinson, E. M. Combs, W. W. Manning, Jno. S. Green and A. S. Mac Donald.

This case comes to the Appeals Com'ite by the plaintiffs herein, Arbitration Com'ite No. 2 having found for the defendants.

The evidence plainly shows that the Taylor & Bournique Co., through its duly authorized agent, J. Add Clark, manager of its Pittsburgh office, did enter into a contract for the shipment of two cars, 4,000 bus., of No. 3 white oats at 77½ cents a bushel; basis Baltimore rate, to be billed to Richmond, Virginia, and on "arrival draft", and with a definite under-

standing that the cars were to be shipped the day of sale on August 31, 1920, to fill sales made by plaintiffs for their August shipment.

There is no question about the terms of the contract as shown by all of the original articles of trade, and the confirmations as passed between the principals.

The two cars were weighed, loaded and inspected on Aug. 31, 1920, but the Bs/L were not dated until Sept. 1, as their Pittsburgh agent did not send them the billing instructions until the morning of Sept. 1.

The contention of the defendant that the printed clause on the back of its confirmation, as follows:—"Excluding date of sale time of shipment shall be figured from the day full shipping directions are received at our Milwaukee or Chicago office," should apply in this case is clearly erroneous, as a clean-cut definite contract was made that vitiates this clause. The fact that its own agent, who negotiated this deal, did not communicate all billing instructions to the home office does not relieve the defendants of their responsibility to the plaintiffs under the specific terms of the contract, and the Bs/L dated after Aug. 31 were not a proper tender on the contract, and had plaintiff properly rejected these cars at the time of taking up the draft with Bs/L attached, they would have certainly been within their rights.

From plaintiff's pleadings we find they had these two cars of oats sold to two other parties at Richmond, Virginia, and that defendant was in no way a party to this trade and knew nothing of the details. That "arrival drafts" were made with Bs/L attached thru a Columbus, Ohio, bank, and plaintiffs on Sept. 14 paid the drafts, accepted the Bs/L and attached their own drafts drawn upon the consignee at Richmond, Virginia, to these Bs/L, and deposited the proceeds to their account in the Columbus, Ohio, bank; and that the cars arrived at Richmond, Virginia, and plaintiff was notified by the carriers on Sept. 23 that the cars were at destination refused, account not being shipped on time, and from this time on until the loss was determined, the evidence shows that plaintiffs acted with prudence to minimize the loss.

Recognizing the fact that there must, of necessity, be some point in every transaction where the liability of the seller ceases and the liability of the buyer commences, it is the opinion of this com'ite that when the plaintiffs paid defendant's drafts and accepted its Bs/L and appropriated them to their own use, that then and there they accepted liability even if Bs/L were not properly dated, and if they did not choose to accept irregular Bs/L it was their prerogative to refuse them at that time.

This Com'ite does not wish to go on record and say that in each and every case that the acceptance of a B/L is a full and complete acceptance of the commodity covered by such B/L, but in this particular case, when plaintiffs accepted Bs/L which were dated one day late, as contemplated in the contract, and used them on a sale they had with other people, and a period of twelve days elapsed after paying draft and accepting improper Bs/L before making complaint to the shipper (which was on Sept. 26), they should be bound by their act in so accepting.

Much stress is laid by plaintiffs upon our trade rule No. 7, first section, whereby it is made the duty of the seller to notify the buyer of his inability to complete a contract within the specified time, and in this action seller did not comply with this section, but the second section of said Rule No. 7 this com'ite feels is germane to this case, reading as follows:—"If the seller fail to notify the buyer of his inability to complete his contract, as above provided, the liability of the seller shall continue until the buyer, by the exercise of due diligence, can determine whether the seller has defaulted, when the buyer shall immediately (a) agree with the seller upon an extension of the contract to cover the deficit, (b) cancel the contract outright, or (c) buy in the deficit for the sellers' account.

This com'ite is of the opinion that in this specific case, when an "arrival draft" was made, if O. W. Cook & Co. had chosen any day between the first notice they had from the Columbus bank, that they held an "arrival draft" against them, up until the cars had arrived at Richmond, Virginia, the billed destination, to have examined the Bs/L, and, if not a proper tender, to have then and there refused the shipment, they would have been exercising due diligence as contemplated by this section of Rule No. 7, and seller's liability would have continued up until that time.

Therefore, this Com'ite would sustain the lower com'ite wholly upon the point of the plaintiff's acceptance of the Bs/L without exercising their right of rejection at that time, and order the costs of appeal to be assessed against O. W. Cook & Co.

THE two floating elevators of the International Elevator Co., of New York City, have a discharging capacity into ships of 14,000 bus. per hour each.

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Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

I. C. in supplement to A-1 gives advances on special switching of grain within the Chicago district, effective Dec. 13.

E. B. Boyd, agent Western Trunk Lines, in Supplement 38 to Circular 1-P gives rules, regulations and exceptions to classifications, effective Oct. 25.

C. P. & St. L. in Supplement 1 to 8268-L advances rate on grain and grain products from Federal, Ill., to East St. Louis, Ill., to 6.5 cents per hundred pounds, effective Dec. 5.

Illinois Traction System in Supplement 5 to 368-C, advances class rates applicable to intrastate traffic and also rates on grain from Ludlow, Paxton, Rantoul and Thomasboro to East St. Louis, Ill., effective Dec. 12.

C. & A. in Supplement 1 to 1596-G gives joint and proportional rates on grain and grain products from stations in Illinois to Key West, Fla., Mobile, Ala., New Orleans, La., Pensacola, Fla., Port Chalmette and Westwego, La., effective Dec. 1.

C. & E. I. in Supplement 9 to 625 gives joint and proportional rates on grain and grain products from stations on the C. & E. I. to points in Alabama, Arkansas, Florida, Kentucky, Louisiana, Mississippi and Tennessee, effective Dec. 10.

C. & E. I. in Supplement 4 to 650 gives joint and proportional rates on grain, grain products and grain by-products for export from stations on the C. & E. I., also from East Joliet, Ill., (via E. J. & E.) to points in Alabama, Florida, Louisiana and Mississippi, effective Dec. 20.

L. A. Lowrey, agent, in Supplement 2 to 20-M gives local and joint terminal charges, rules and regulations from or to points within the Chicago district on out-bound and in-bound freight, also rules governing intermediate service on freight passing thru Chicago, effective Dec. 4.

C. R. I. & P. in Supplement 1 to 19690-J gives local, joint and proportional rates on grain, grain products, seeds and broom corn, from stations in Colorado, Kansas, Missouri, Nebraska, New Mexico and Oklahoma, also Council Bluffs, Ia., to Little Rock, Ark., and stations in Arkansas, Louisiana and Missouri, effective Dec. 11.

C., I. & L. in supplement 4 to 520-A gives local, joint, proportional and reshipping rates on grain, grain products and grain by-products, also flaxseed, from stations on the C., I. & L. to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Missouri, New York, Ohio, Pennsylvania, West Virginia and Wisconsin, effective Dec. 12.

C. & E. I. in Supplement 42 to 8650 gives joint and proportional rates on grain, grain products and grain by-products, also cotton seed, cotton seed ashes, cotton seed hull bran and dried beet pulp from stations on the C. & E. I. to points in New York, Ohio, Pennsylvania, West Virginia and the Dominion of Canada, effective Dec. 15.

C. R. I. & P. in Supplement 2 to 13207-J gives joint proportional rates on grain, grain products and seeds from Albright, Neb., Armourdale (Kansas City, Kan.), Atchison, Kan., Council Bluffs, Ia., Kansas City, Mo., Leavenworth, Kan., Omaha, South Omaha, Neb., and St. Joseph, Mo., to stations in Illinois, Indiana, Iowa, Michigan and Wisconsin, effective Dec. 8.

C. R. I. & P. in 31408-D gives local, joint and proportional rates on grain, grain products, seeds and broom corn from stations in Colorado, Kansas, Missouri, Nebraska, New Mexico, Oklahoma, also Council Bluffs, Ia., and Memphis, Tenn., to Memphis, Tenn., New Orleans, La., and other stations in Alabama, Arkansas, Kansas, Louisiana, Mississippi, Missouri and Oklahoma, effective Dec. 1.

C. I. & L. in Supplement 2 to 521-E gives joint and proportional rates on grain, grain products, grain by-products and flour from points in Illinois, Indiana to Brunswick, Ga., Charleston, S. C., Gulfport, Miss., Jacksonville, Fla., Mobile, Ala., New Orleans, La., Pensacola, Fla., Savannah, Ga., Wilmington, N. C., for

export, also to Key West, Fla., for export to Cuba, effective Dec. 18.

C. R. I. & P. in Supplement 1 to 31408-C gives local, joint and proportional rates on grain, grain products, seeds and broom corn from stations in Colorado, Kansas, Missouri, Nebraska, New Mexico and Oklahoma, also Council Bluffs, Ia., and Memphis, Tenn., to Memphis, Tenn., New Orleans, La., and stations in Alabama, Arkansas, Kansas, Louisiana, Mississippi, Missouri and Oklahoma, effective Nov. 25.

I. C. in Supplement 1 to 1537-G gives local, joint and proportional rates on grain, grain products, cotton seed products and seeds from Illinois, Indiana, Wisconsin, also Dubuque, Ia., and St. Louis, Mo., to Chicago, Peoria, Ill., Milwaukee, Wis., Minneapolis, Minn., Paducah, Ky., St. Louis, Mo., Ohio River Crossings and other stations in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Wisconsin, effective Dec. 16.

C. & E. I. in Supplement 26 to 622-G gives local, joint and proportional rates on grain, grain products and grain by-products, also broom corn, green corn, corn cobs, cotton seed, cotton seed ashes, seeds and red top seed chaff from stations on the C. & E. I., Henderson and Owensboro, Ky., and Cairo, Ill., Joliet, Ill., and Momence Transfer, Ill., to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Ohio, Pennsylvania and Wisconsin, effective Dec. 15.

Remedies for the Coal Industry.

The Bituminous Operators' Special Com'ite, acting under the auspices of the National Coal Ass'n, gives the following as the reasons for the difficulties encountered in the coal industry:

The monopolistic control of mine labor by absentee labor officials.

Nation-wide as well as local strikes brot about by an irresponsible and autocratic organization.

Lack of adequate railroad service and transportation.

Unnecessary and uninformed competition among the buyers of coal.

Appeals by agitators and propaganda of different kinds designed to breed dissatisfaction and create unrest among the people at large.

The reasons were given in the com'ite's reply to a letter sent it by the United States Coal Commission which inquired for advice and suggestions on how to secure facts pertaining to the trade.

In answering the question as to the best remedies for the conditions existent, the com'ite stated that certain principles cannot be ignored and among them are:

That every man has a right to work without either interference or compulsion when, for whom and upon such terms as he sees fit.

That while workers may organize for legitimate purposes, such organizations have no right to impede or restrain those who do not care to join or deal with them.

That the right of private property is and must remain inviolable.

That the law of supply and demand always has and always will determine prices; that no legislation can long interfere with the rule; that any interference can only be justified, if at all, in time of war; that at any other time it will produce greater evils than those which it seeks to suppress.

In closing its report to the commission, the coal com'ite recommended that the commission direct its discussion of remedies to the two things most needed in the coal industry. These are adequate transportation and freedom from labor troubles artificially provoked.

INFERIOR carbon bisulphide used to kill the moths in wheat, may affect the quality of the wheat if it is not used with care, says the Pennsylvania Dept. of Agriculture. One case brot to the attention of the department was where a carload of wheat was unfit for milling purposes due to carbon bisulphide. The chemical had an oily effect on the wheat and left an odor.

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Clark's Wagon Load Grain Tables

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show the reduction of any weight of grain from 100 to 4090 pounds by ten pound breaks, to bushels of 32, 48, 56, 60 70 and 72 pounds.

Six tables printed in two colors, on both sides of three cards, size 5½ x 10½ inches. Price 65 cents, postage 4 cents.

GRAIN DEALERS JOURNAL

309 So. La Salle St.

CHICAGO, ILL.

Books Received

YEARBOOK, 1921, of the U. S. Dept. of Agriculture, is a departure from previous Yearbooks. It is an effort to present in a detailed and graphic way the statistics of production and marketing of wheat, corn, beef and cotton, and while the information on grain marketing is already well known to grain dealers engaged in the purchase and sale of grain, the data presented may have some value in convincing growers who read the book that the problems of marketing are too complex for them to deal with, altho the Sec'y of the Department asserts "Marketing is as truly a part of production as is the growing of the crops." The book contains the usual authoritative statistics on all crops. Copies may be obtained on application to senators and representatives in Congress. Cloth, 885 pages.

BELT CONVEYORS AND BELT ELEVATORS, is a practical book telling the how and why of conveying belts and containing much information that has never appeared in print. The section devoted to belt conveyors contains chapters on "History," "Belt Manufacture," "Supporting and Guiding the Belt," "Driving the Belt," "Take-Ups," "Loading," "Discharging," "Protecting and Cleaning the Belt," "Package Conveyors," "Life of Belts," and "When to Use Belt Conveyors." The section on belt elevators contains chapters on "General Description," "Centrifugal Discharge Elevators," "Buckets," "Continuous Bucket Elevators," "Belts for Elevators," "Fastening Buckets to Belts," "Driving," "Boots," "Inclined Elevators" and "Elevator Casings." The author's treatment of the subject thoroly explains the principles, as the result of his 30 years' experience at the drafting board, in the shop and in the field supervising the erection and operation of conveying and elevating machinery. Detailed descriptions of nearly all styles of grain elevator buckets are given, including the "Salem," "Buffalo," "Rialto," "Empire," "Minneapolis," "Favorite," "Acme," "Avery" and "Caldwell." The author's well written text forms the greater part of the 333 pages, 6x9 inches, and is sufficiently illustrated with 291 engravings for the use of the student. For the engineer, draftsman and consulting engineer are tables and formulas covering every question that may arise. The book promises to be the standard work of reference on conveying and elevating for many years to come. By Frederic V. Hetzel, M. E., member of Franklin Institute of Pennsylvania. John Wiley & Sons, New York, N. Y. Cloth, \$5.

Handling Grain in Sacks Costly.

The unloading of sacked grain from cars requires twelve times the labor used in unloading the same quantity of bulk grain, recent tests conducted by E. N. Bates and A. L. Rush of the U. S. Depart. of Agri. show. The tests also show that the cost of unloading sacked grain from a railroad car and piling the sacks in a warehouse is four times as much as the cost of unloading and placing in bins of an elevator an equal quantity of bulk grain. These tests were made at a modern terminal elevator and sack warehouse in Portland, Ore.

The handling of grain in bulk is becoming recognized as the most economical grain handling system. The bulk handling system has long been in use in the large grain producing sections east of the Rocky Mountains, but the Pacific Coast States have until recent years handled grain almost entirely in bags. Bulk handling is now growing in favor in the Pacific Coast States.

The chief advantages of bulk handling are said to be the saving in the cost of handling, the elimination of the cost of the bags, the prevention of waste from leaky bags, the ease and accuracy of inspecting the grain, and the convenience with which bulk grain can be conditioned and cleaned. The time and labor saved on the farm by handling grain in bulk are even more striking.

Why the Deep Sea Waterway Is Needed.

By JOHN R. MAUFF, (Secretary of the Chicago Board of Trade.)

A drive is under way to carry the St. Lawrence deep waterway project to a successful conclusion.

The Chicago Board of Trade is taking an active part in the campaign. The reasons are obvious. The waterway will benefit the grain farmer to a tremendous degree. It will benefit all western farmers and merchants. It will benefit the entire west, for it will remove the hobbles on mid-western industrial development and likewise permit further agricultural expansion.

The St. Lawrence deep seaway project looms a beacon on the murky transportation horizon. Economists term it the premier waterway movement of the age.

It would make every lake port a seaport. Down an open road to the sea would move unhampered the West's bountiful contribution to the world's bread basket. Down this water lane, too, would go fleets laden with slaughtered cattle, hogs and sheep, dairy products, wool, iron ore, copper and coal. Experts say that such relief for the over-burdened railroad would double the efficiency of our transportation system.

It has been clearly shown that full development of the inland seaway would add from five to ten cents a bushel to all grain grown in the great productive area. This is based on surveys by transportation experts.

It is estimated that a five cent a bushel saving on transportation cost to European countries would add \$183,000,000 to the agricultural income of the Central West.

In the district that would benefit directly by the deep seaway are sixteen states that pour part of their agricultural products into Chicago. These states produce three-fourths of the wheat of the country, and more than 400,000,000 bushels of grain is handled every year by the Chicago Board of Trade.

In these same states also is produced 70 per cent of the corn, and half the cattle, hogs, horses, butter, eggs, cheese and wool. They mine 85 per cent of the iron ore, 40 per cent of the copper and coal, 75 per cent of the zinc and 45 per cent of the lead.

Chicago is the focal point of the great production area, a world rail center handling in its terminals 15,000,000 carloads of freight a year. It is within a night's ride of 50,000,000 persons. Thirty-nine railroads converge there. No train passes through the city. It either starts or finishes its trip. Its freight burden is switched and transferred.

The entire west has awakened to the vital importance of shoving the seaboard to the heart of the continent and making every lake port a seaport.

Determined to do its part toward carrying out the big program which means so much to future progress, the Chicago Board of Trade has selected a committee to represent the grain trade. It is composed of George S. Bridge, chairman; A. N. Boot, George E. Marcy, J. C. Murray and E. L. Glaser. The committee has taken up its work in Chicago.

Insurance Notes.

FIRE during November and December should be considerably less than those reported during October, due to recent rains the entire country has enjoyed. The dry spell during and previous to October assisted in a large measure in boosting the elevator fire total for that month.

SALVAGE is an unknown quantity today. Recoveries during the past year so far as our experience goes have been very meager. Grain men, therefore, make a mistake in carrying grain insurance for 60 or 70% of value on the theory that the salvage will bring them out on top. It won't do it. The only safe thing to do is to carry full protection and let the insurance company do the worrying.—*Our Paper.*

Questionnaire for Flour Mills.

The Federal Trade Commission sent a letter Nov. 6, accompanied by an 18-page questionnaire, to flour mills in many parts of the country asking that the report be filled in and returned not later than Nov. 25, 1922.

The tabular sheets ask the names of companies from which mills or elevators have been leased since 1917; annual rental; location of all mills and elevators operated; officers, together with salaries; purchases of wheat; yearly production of flour; monthly net sales; full details of the value of all stocks on hand for four years; analysis of gains and losses on unfilled contracts and open trades; information on notes payable; analysis of profit and loss for four years and a detailed analysis of surplus account and undivided profits for each of four years.

With but two weeks to fill in such a cumbersome questionnaire, millers are declining to comply with the commission's request and are notifying the commission that they will not fill out the lengthy report. Books of the mills are at all times open to the commission and if it wishes to examine them, it is welcome to do so at any time.

To date, millers have been exceedingly obliging in complying with every request the commission has made, but now the authority of the commission is questioned in asking millers to suffer heavy expense and loss of time to accede to its request.

Do the bureaucrats suspect that the flour millers are not citizens of this country or have no voice in our government? If the government is determined to drive all initiative and enterprise out of industry then the autocratic boards, commissions and clerks should be encouraged to persist in their inquisitions and regulations of business. Do you enjoy being told how to conduct your business by the bureaucrats?

Reed & Rogers, attorneys of the Millers National Federation, on Nov. 21 gave an opinion, including the following:

Any miller has a right to refuse to answer the questionnaire, or any part, and to afford no information unless he chooses, but if he desires to accord some information he can give it when, how and what he pleases, but we would advise that under no circumstances the emissaries or representative of the Federal Trade Commission, or any other outsider, be given access to miller's books, papers or documents or be permitted to take any information or copies.

THERE are about eight active linseed oil manufacturers in the United States with about 1,100 presses. These worked at a minimum speed would just about produce the consumption. At maximum capacity they would produce twice the consumption. There are about 165 presses belonging to nine companies that seldom work linseed and are usually shut down because oil can be bought for less than it would cost to produce in these mills.—Archer-Daniels Linseed Co.

We Evil Weevil.

A weevil is a six-cylinder bugruper—a small thing with a big ambition and a 44 caliber for work. His activities are almost as injurious to the grain trade as the *Farm Bloc* in Congress.

A weevil is a cross between a woodpecker and a chigger, having the characteristics of both. He digs in like a chigger, but unlike the chigger looks about for "other worlds to conquer." He lives forever. Who ever heard of a dead weevil? Never in the history of the grain trade has an *Inspector* found a dead weevil. They are always "Live Weevil."

Weevil are good mathematicians. Not so much on addition or subtraction but they multiply faster than a Comptometer. His perfume amounts to not less than a scent a bushel. His business end is very efficient and if the effort of the Kansas weevil could be properly directed, a tunnel through the Rocky Mountains would be a simple proposition.—Service Grain Co.

Improved Duplicating Grain Tickets

With the use of Form 19GT as a scale book much time and labor will be saved as one writing with the use of carbon will give you a complete record and a ticket for the hauler. Chance of error will be minimized as both the ticket and office record will be the same.

This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets 3x6 $\frac{3}{4}$ inches. The 125 duplicates are printed on manila but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book 7 $\frac{1}{2}$ x12 inches, each book supplied with 5 sheets of carbon.

The printing is crosswise ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer."

Form 19GT Duplicating (250 pages) \$1.50

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Grain Dealers Journal

309 So. La Salle St.

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Receiving and Shipping Set of Grain Books

Grain Scale Book Size of page, 10 $\frac{1}{2}$ x15 $\frac{3}{4}$ inches. This indexed receiving book is designed to meet the needs of dealers who want something better than the ordinary. Separate pages are given to each farmer and all are indexed so that their accounts may be instantly located. If so desired, it can be used as a grain journal, the two "L. F." columns providing for posting both debits and credits and entering the numbers of the ledger pages.

The book contains 252 numbered pages of high grade heavy linen ledger paper, each ruled for 41 wagon loads, thus having room for 10,332 loads, in addition to a 28-page index. Together with "Grain Shipping Ledger" it forms a complete set of books of high grade.

This book is bound in heavy red keratol back and corners with black cloth sides, and its name is stamped in gold leaf on the front cover. Order Form 23. Price, \$4.50. Weight, 6 lbs.

Grain Shipping Ledger. Size of page, 10 $\frac{1}{2}$ x15 $\frac{3}{4}$ inches. The Grain Shipping Ledger is the best shipping book money can buy, giving complete information regarding each shipment and the returns therefrom. Left hand pages show complete records of each shipment, while corresponding lines on right hand pages show details of the "Returns."

Each book contains 100 double pages of heavy linen ledger paper and a 16-page index, thus affording ample space for a large number of accounts. Each page is ruled for 50 entries, giving a total capacity of 5,000 cars to the book.

This double page form, combined with "Grain Scale Book" makes an excellent set of books for country dealers who want high grade material and workmanship as well as practical convenience. It is cloth bound with black keratol back and corners. "Grain Shipping Ledger" is stamped in gold leaf on front cover. Order Form 24. Price \$4.00 Weight, 5 lbs.

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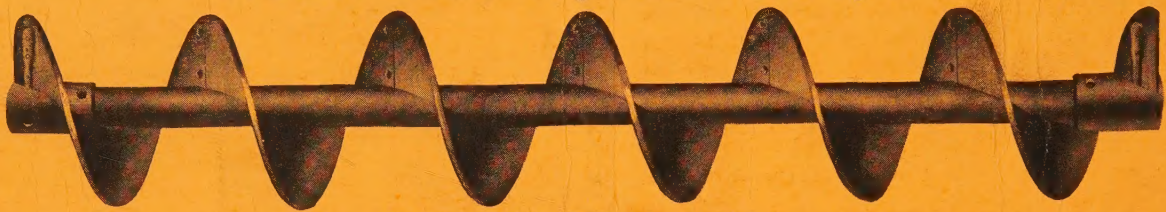
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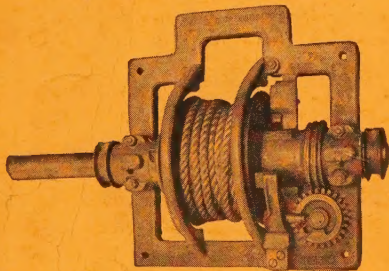


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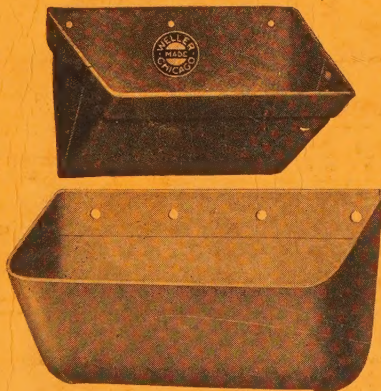
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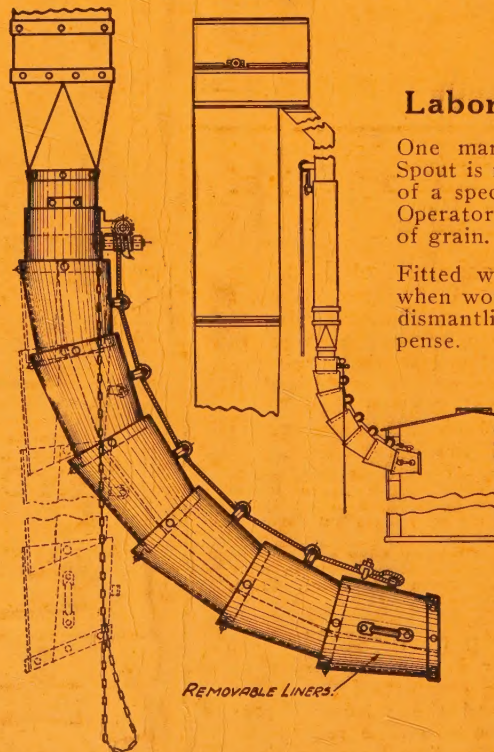
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